Picture History of
U. S. Transportation

April 7, 1958

RAILWAY AGE *weekly*

Railroads were decisive in Civil War

How Railroads Got in Trouble

Efficiency creates a monopoly

The monopoly is tamed

The monopoly is broken

But the railroads are still treated as monopoly

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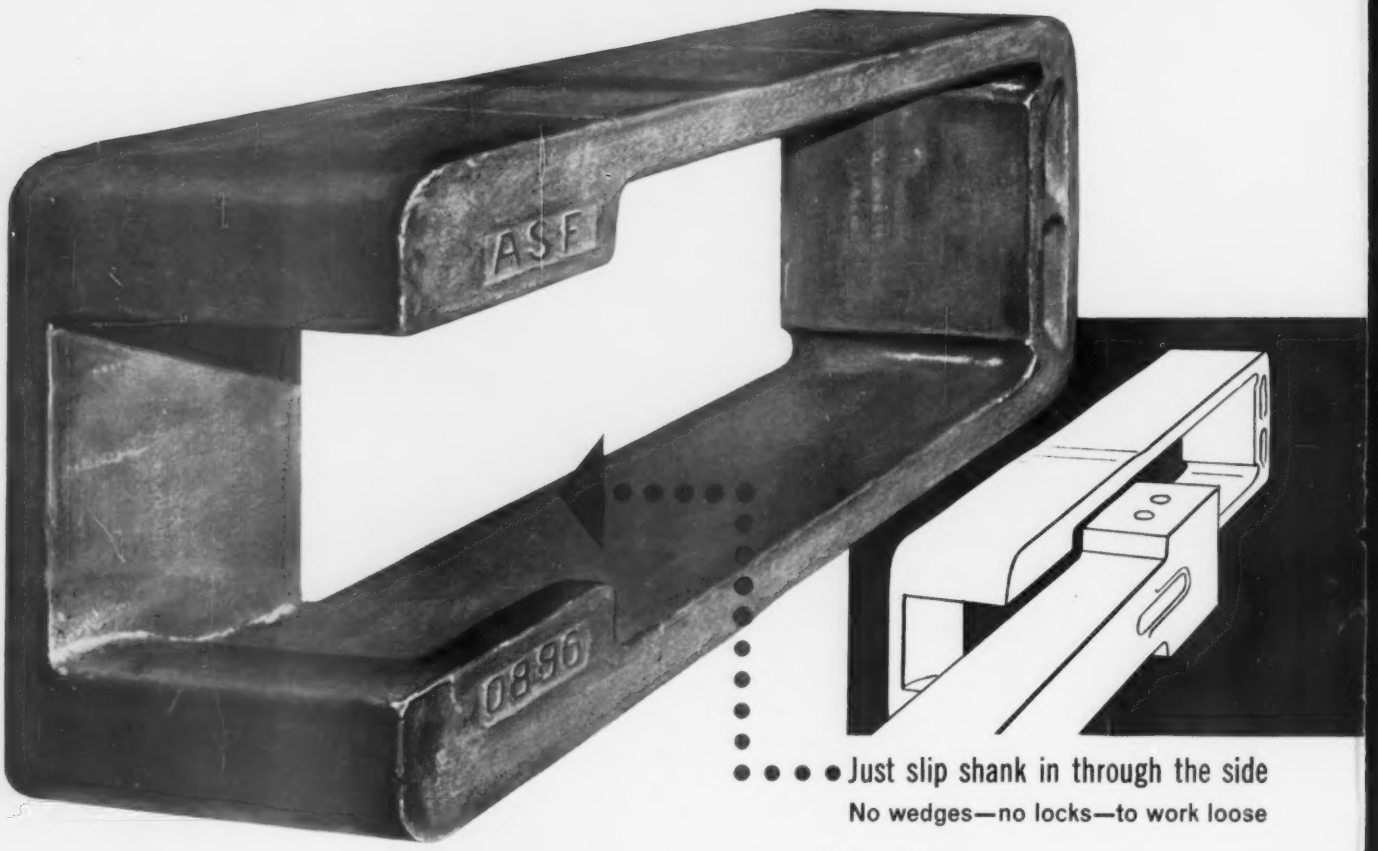

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No wedges—no locks—to work loose

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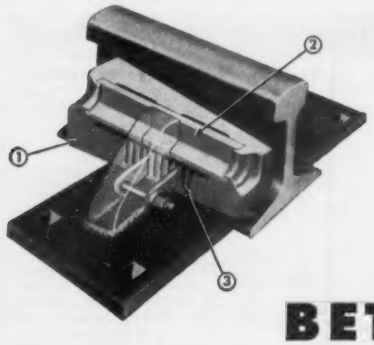

Sound design provides the reason. At the bottom of it all is a steel plate, roughly similar to a regular tie-plate. Welded to the plate is the forged bracing member. A specially shaped wedge (1), containing an angular spring-steel piece (2), fits snugly into place between rail web and brace. (The brace is machined, where it makes contact with the wedge, with a horizontal slope of 1 in 16, and a vertical slope of 1 in 8.)

When the wedge is driven sufficiently tight to compress the spring 1/32 in., the pawls attached to either side of the brace are turned down into the slots (3) milled into the wedge. This locks the whole assembly together, and makes it virtually integral with the running rail. That rail just has to stay put!

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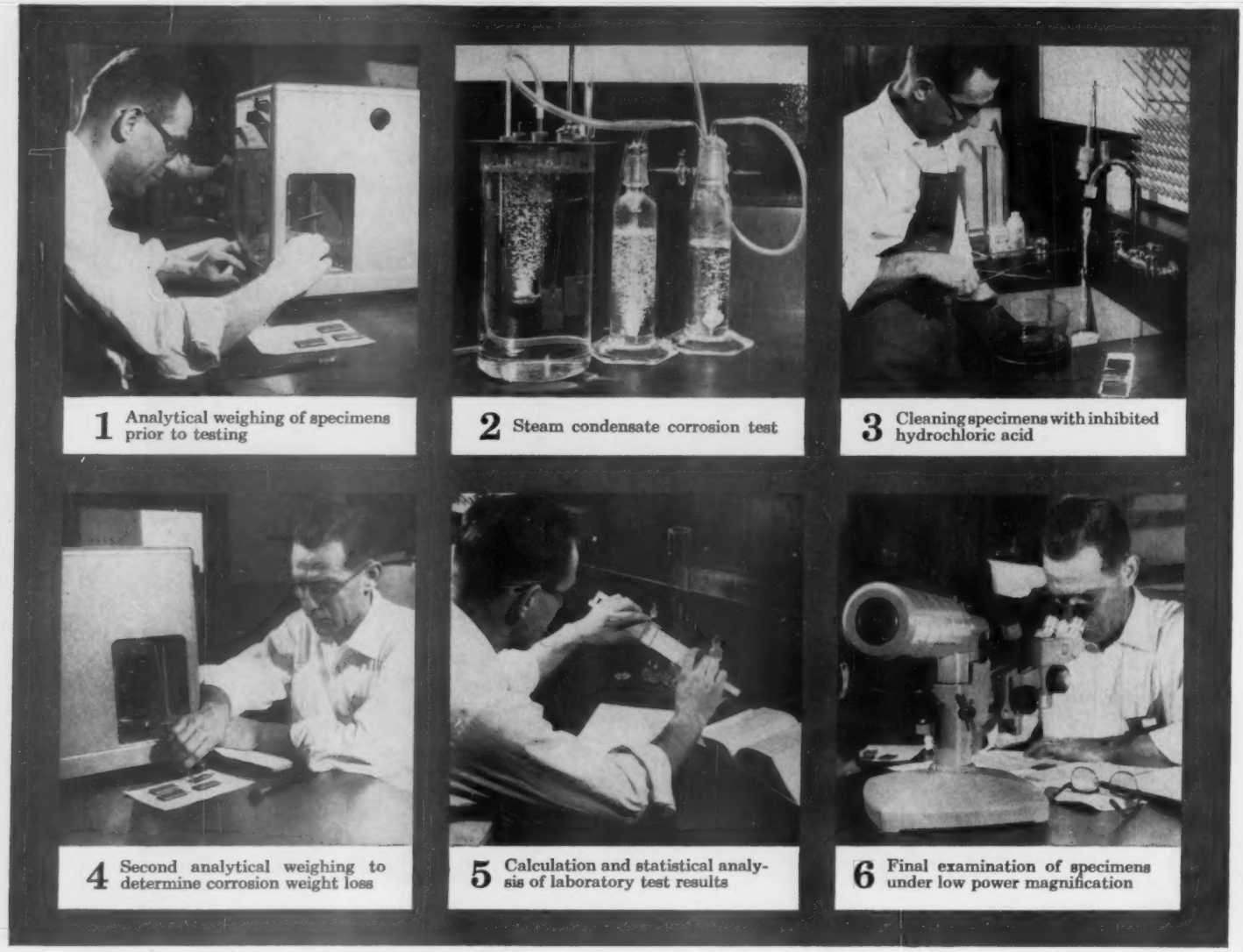

1 Analytical weighing of specimens prior to testing

2 Steam condensate corrosion test

3 Cleaning specimens with inhibited hydrochloric acid

4 Second analytical weighing to determine corrosion weight loss

5 Calculation and statistical analysis of laboratory test results

6 Final examination of specimens under low power magnification

Extensive testing program proves new 4-D Wrought Iron more corrosion-resistant than ferrous substitutes

Test results from the Byers Research Laboratory lend documentary support to the superiority of new 4-D Wrought Iron—over standard Wrought Iron as well as ferrous substitutes.

Convincing case-history service records are now further substantiated by the conclusive findings of our metallurgical staff. Some typical results of this testing program are presented in the chart at right.

The Byers field service representative will be pleased to relate these test results to your corrosive applications. Write us for helpful literature on new 4-D Wrought Iron. A. M. Byers Company, Clark Building, Pittsburgh 22, Pennsylvania.

BYERS WROUGHT IRON

Comparative Analysis of 4-D Wrought Iron Corrosion Tests

Tests	4-D Wrought Iron	Standard Wrought Iron	Ferrous Substitutes
Severe industrial atmospheric continued exposure 17 years	Corrosion weight loss 540 grams/sq. ft.	Corrosion weight loss 655 grams/sq. ft.	Not included in test
Steam condensate return line	*At least 25% greater corrosion-resistance than standard Wrought Iron	No failures 10 years (still in service)	Complete failure after 2 years
Aerated salt water—5 weeks (Short term test—points indicate 4-D Wrought Iron curve flattening out at much lower rate of attack)	Corrosion weight loss 146 mg/sq. in.	Corrosion weight loss 170 mg/sq. in.	Corrosion wt. loss 226 mg/sq. in.
Brine piping	*At least 25% greater corrosion-resistance than standard Wrought Iron	No failures 23 years (still in service)	Complete failure after 7 years
Salt water, Gulf of Mexico ⅛ inch plate—17 years	Corrosion weight loss 4 mills/years (minimum plate thickness now $\frac{3}{16}$") Still in excellent condition	Not included in test	Corrosion weight loss 30 mills/years; plate badly pitted, perforated
Downspout	*At least 25% greater corrosion-resistance than standard Wrought Iron	No failures in 29 years (Still in service)	Complete failure after 18 years

*In this application no long term test data yet available on 4-D Wrought Iron. Results shown are derived from short term tests.

RAILWAY AGE *weekly* April 7, 1958 • Vol. 144, No. 14

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Minnesota OKs station mergers ..... p. 9

A state commission, overriding labor opposition, ruled in favor of an M&StL dualization plan in nine of 11 cases involved. Still to be decided are Minnesota Western dualizations and the C&NW's central agency proposal.

Court upsets BRT legal aid system p.10

Trainmen are told to leave the hiring of claims lawyers up to the claimants. "Financial connection" between brotherhood and lawyers ruled out by Illinois tribunal.

ICC still opposes rate freedom p.12

The opposition to the railroads' rate-freedom program was outlined before the Senate's Surface Transportation Subcommittee. The commission took no position on the proposal to eliminate restrictions on railroad operation of other transport media.

Special Report:

Picture History of U.S. Transportation

Associate Editor R. H. Craib tells the story of the birth, and the death, of the railroad monopoly—and how present-day regulation stunts the growth of a revitalized, would-be-competitive, industry.

The first roads were rivers—but overland transportation was needed before America could grow ..... p. 22

Efficiency creates a monopoly ..... p. 24

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The monopoly is broken ..... p. 30

Everybody still treats the railroads as a monopoly ..... p. 32

Action Page—The right to compete is a must ..... p. 62

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NEXT WEEK—The Future History of U.S. Transportation

Today's issue of Railway Age shows that the railroads are still vitally affected by their actions of 75 and 100 years ago. In the same way, tomorrow's railroads will depend on what is done right now. What will railroads be like 10, 20 or 30 years from now? What can be done now to make possible the railroads of the future? Twenty-one railroad presidents give their answers.

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LUDINGTON, MICHIGAN

Week at a Glance CONT.

Current Statistics

Operating revenues, one month	
1958	$778,425,405
1957	855,316,551
Operating expenses, one month	
1958	$650,042,010
1957	688,032,183
Taxes, one month	
1958	$73,310,916
1957	86,740,507
Net railway operating income, one month	
1958	$31,828,152
1957	58,564,460
Net income estimated, one month	
1958	$16,000,000
1957	44,000,000
Average price 20 railroad stocks	
April 1, 1958	68.54
April 2, 1957	89.73
Carloadings revenue freight	
Twelve weeks, 1958	6,442,448
Twelve weeks, 1957	7,932,208
Average daily freight car surplus	
Wk. ended Mar. 22, 1958	111,671
Wk. ended Mar. 23, 1957	7,105
Average daily freight car shortage	
Wk. ended Mar. 22, 1958	138
Wk. ended Mar. 23, 1957	1,526
Freight cars on order	
March 1, 1958	43,750
March 1, 1957	111,965
Freight cars delivered	
Two months, 1958	12,535
Two months, 1957	15,477

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'Perfect shipping every day' p.20

The campaign to reduce railroad loss and damage shifts emphasis from once-a-year to a year-round basis. As claims rise sharply for the second consecutive year, shippers ask "why?"

SAL cuts rail-end repair costs p.50

Low-carbon electrodes are the key to an operation saving the Seaboard Air Line $30,000 a year. Four years of experience prove the lasting quality of the welding technique.

Wood chip cars fill the bill p.52

New open top steel cars, which haul chips from lumber and plywood mills to hardboard and paper plants, permit rapid loading. They're now in service on the Northwestern Pacific.

Short and Significant

The Pennsylvania has cut salaries . . .

of employees earning more than $10,000 a year by 10 per cent. New Haven department heads have been asked to cut their payrolls by 6 per cent if possible. Other railroads are tightening their corporate pursestrings by furloughing employees and, in some cases, curtailing public relations activities.

New York Central directors abolished . . .

the post of chairman of the board held by the late Robert R. Young. Alfred E. Perlman remains as president and chief executive officer. The directorship left open by Mr. Young's death went to William E. Eppler, senior partner in a New York management consultant firm.

Railroad labor unions oppose . . .

major features of the industry's legislative program, including the call for removal of restrictions on railroad operation of other forms of transport, and the proposal to give the ICC power to override state commissions to permit abandonments of unprofitable intrastate services. Meanwhile, labor favors the rate-freedom phase of the industry's program, the proposed construction reserve, repeal of the transport excise taxes, and a tightening of the Interstate Commerce Act's agricultural exemption.

Sharp criticism of management . . .

came in other parts of labor's presentation to the Senate's Surface Transportation Subcommittee. The financial plight of the railroads was minimized. It was asserted that management "should be out fighting to build up their facilities to reclaim every possible passenger and ton mile, not trying to get out of business completely."

MR. GANTZ SPEAKS HIGHLY OF CAT DW21s FOR RAILROAD GRADING

"Our DW21s are tops for this job. They do the job fast—and we seldom have to work on them. We find the DW21s very easy on the operators. They are quiet and easy riding—no more tiring than driving a car. The low-pressure, wide-section tires have more 'give' to them—softer riding. The over-all dependability of the Caterpillar-built equipment helps to keep us ahead of schedule."

LEN GANTZ, Project Engineer
Osberg Construction Co. and P. J. Anderson & Sons

These DW21s with No. 470 Scrapers are preparing the site for construction of a refinery tank car "farm," made up of a mile-long lead and six spur tracks near Anacortes, Washington. On a one-mile round-trip haul, five DW21s are moving 700 to 800 cu. yd. an hour of wet clay, so tough it has to be ripped.

Mr. Gantz made these comments after watching the performance of five DW21 Tractor-No. 470 Scraper teams on this job. See for yourself! Call your Caterpillar Dealer—who sells, services and maintains a complete parts inventory for the full line of equipment—to demonstrate a machine on one of your projects. You supply the job and name the date. He'll supply the machine and proof of performance.

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WANTED—
THE HARD WORK

Minnesota OKs Station Mergers

Despite strong labor opposition, the M&StL has won authority to dualize 18 of 22 stations. Still pending before the state commission are the Minnesota Western's dualization plan, and the C&NW's central agency proposal.

Railroads have cleared the first hurdle in Minnesota in their fight for freedom from waste in station operations.

The Railroad and Warehouse Commission has given the Minneapolis & St. Louis authority to go ahead with its plan to dualize little used agency stations. M&StL asked for 11 dualizations, affecting 22 stations. The commission approved seven as presented and authorized two others on a different hours-of-service arrangement. One proposal was tabled for the time being; another was rejected.

In ruling in favor of most of the consolidations, the commission noted that the setup should benefit the public as well as the railroad—by bringing about economies of operation and thus helping to prevent further freight-rate increases.

It was the second victory for M&StL in its fight to cut back on expenses at small, light-traffic stations. Earlier, the Iowa Commerce Commission approved dualization of 10 stations and abandonment of agency service at six others (Railway Age, Jan. 27, pg. 13).

Thus far, only the Chicago & North Western has joined the M&StL in filing formal proposals for station consolidation. But at least two other mid-western roads are reported eyeing the developments closely and preparing similar dualization programs.

As matters stand, commissions in three states are studying the station problem:

Minnesota—M&StL is awaiting decisions on its proposal to dualize six stations on the Minnesota Western. Hearings were held in mid-March. C&NW is well along with its plan to set up central agencies to handle business at some 89 of its 94 one-man stations in the state. Hearings have been held, but briefs are yet to be filed. Under the North Western's proposal, 39 centralized stations would be set up, each one to cover business at two or more of the present stations.

Iowa—M&StL plans to file applications for dualization (or closing) of three stations. C&NW's proposal, which would consolidate the work done at 84 one-man stations into 27 central agencies, is in the hearings stage. According to the schedule set up by the Iowa commission, hearings will end early in May.

South Dakota—M&StL has proposed dualizations involving four stations. C&NW would create 16 central agency stations to do the work now performed at 85 one-man agencies. The North Western is now awaiting a decision—hearings have been held, briefs and oral arguments have been presented.

In addition, it's expected the North Western will file a central agency plan with the Wisconsin commission within the near future. Studies of the station problem are under way or soon to start in C&NW's other states—including Nebraska, Michigan, Wyoming and Illinois.

M&StL's victory in Minnesota may be significant. It was scored in the face of powerful opposition which included railway labor and the office of the attorney general of the state. Moreover, Minnesota statutes include a provision (passed in 1905) that a station cannot be closed if its total annual revenues amount to $8,000.

(As M&StL pointed out in one instance, shipment of only 16 carloads of corn a year from Hazel Run, Minn., to Chicago, would produce enough revenue to force retention of agency service.)

The Order of Railroad Telegraphers spearheaded the labor opposition. Representatives of the BRT, ORC&B and BLF&E were also noted as protestants.

The attorney general placed his office in the picture shortly before hearings began on the M&StL petition. The economic impact of the M&StL and C&NW plans, he said, gave him no alternative but to oppose granting relief to the roads.

Repercussions were not long in developing. M&StL's comptroller, B. T. Rodgers, charged that the attorney general "on one hand may decry freight rate increases while on the other hand he wants us to continue to pay eight hours' wages for . . . two hours' work per day."

(Continued on page 56)

DUE FOR DUALIZATION is this Victoria, Minn., station. Fifty transactions would constitute a "normal working day," according to M&StL. Victoria handled, on an average for 1957, two a day.

Court Upsets BRT Claims System

"Financial connection" between brotherhood and lawyers ruled out in death and injury claims. Illinois tribunal suggests new standards.

The Illinois Supreme Court has ruled that "no financial connection of any kind" is permissible between the Brotherhood of Railway Trainmen and lawyers pressing death and injury claims of BRT members.

The court, following an inquiry into BRT claims practices, also held that:

"No lawyer can properly pay any amount whatsoever to the brotherhood or any of its departments, officers or members as compensation, reimbursement of expenses or gratuity.

"Nor can the brotherhood fix the fees to be charged for services to its members. The relationship of the attorney to his client must remain an individual and personal one."

The opinion grew out of a motion and petition requesting a ruling that the conduct of the brotherhood and its regional counsel is neither illegal nor unprofessional.

The court noted these current practices of the brotherhood:

- BRT operates a legal aid central office in Cleveland as a clearing house which receives reports of all accidents and notifies regional investigators and regional counsel.
- Sixteen lawyers, each designated by the BRT as regional counsel, operate in conjunction with the legal aid department.
- By agreement with the BRT, regional counsel charge a fee of 25% of the amount recovered in each case. Regional counsel pay all court costs, investigation costs, expert witness fees, cost of doctors' exams, transcript costs and the cost of printing briefs on appeal. They also pay the full cost of operating the legal aid department and a part of the cost of the BRT conventions.
- Each BRT lodge appoints a representative to contact an accident victim or his survivors, in the case of a fatality. The lodge member recommends that regional counsel be consulted and employed; he carries blank copies of contracts employing regional counsel's firm as attorneys.

The court held that these last three practices could not be continued after July 1, 1959. But it noted that the BRT "has frankly and openly placed its problem and its own solution of it before the court and asked for guidance."

The court then suggested alternative arrangements for the pressing of injury and death claims "without lowering the standards of the legal profession."

"The brotherhood has a legitimate interest in investigating the circumstances under which one of its members has been injured," said the court. "We are of the opinion that the brotherhood may properly maintain a staff to investigate injuries to its members.

"It may so conduct these investigations that their results are of maximum value to its members in prosecuting their individual claims, and it may make the reports of those investigations available to the injured man or his survivors. Such investigations can be financed directly and without undue burden by the 218,000 members of the brotherhood.

"The brotherhood may also make known to its members generally, and to injured members and their survivors in particular, (1) the advisability of obtaining legal advice before making a settlement and (2) the names of attorneys who, in its opinion, have the capacity to handle such claims successfully.

"Its employees, however, may not carry contracts for the employment of any lawyer, or photostats of settlement checks."

Watching Washington *with Walter Taft*

- **AAR WILL SUPPORT LOAN PLAN** for railroads. That was decided at last week's Washington meetings of the association's board of directors and member roads.

THE ASSOCIATION'S PROPOSAL will recommend legislation to provide government-lending arrangements something like those offered by the former Reconstruction Finance Corporation. It was agreed upon after discussion of alternatives, including the loan-guaranty plan proposed in bills introduced in the House by Chairman Harris of the Interstate Commerce Committee, and in the Senate by Chairman Smathers of the Surface Transportation Subcommittee.

OPPOSITION TO THE GUARANTY PLAN was voiced by some executives at the AAR meetings. They thought it might distort normal money markets. They pointed out that roads with poor credit ratings might, with the guaranty, become more favored customers of private lenders than roads with top credit ratings which did not need or desire government assistance.

INTRODUCTION OF A BILL to carry out the recommendation is the next step. It was understood that such a bill was being written last week. It would have to have been ready by April 3 to get in before Congress' Easter recess. That was scheduled to run from the end of that day's session until noon April 14.

HEARINGS ON THE BILL could come shortly after the recess. Chairman Harris has said he plans to set the guaranty plan for hearing at that time. Presumably, the AAR proposal would be considered at the same hearing.

- **THE BRAKE-INSPECTION BILL,** which is opposed by railroads, will soon come before the House of Representatives. This proposed legislation, recommended by the ICC, would give the commission power to prescribe rules for inspection, testing and maintenance of train brakes.

THE SENATE PASSED a similar bill last year. And the House Interstate Commerce Committee then reported favorably on a slightly different version. This has now been cleared by the Rules Committee. Thus, its consideration by the House awaits only adoption of a procedural resolution which will give it priority status on the calendar.

WHY 20 ROADS ARE TESTING NATIONAL CARTRIDGE BEARINGS

Combines the ruggedness of the solid bearing with the advantages of a sealed unit — at a much lower cost!

That's the reaction we've been getting from the twenty railroads now testing the National Cartridge Bearing . . . a truly rugged, completely sealed and self-lubricated bearing—*at much lower cost than roller bearings.*

With its large 270° bearing surface, tough bronze parts, simple construction, and flat back design, the National Cartridge Bearing is far better able to stand up to impact than roller bearings.

The unit is so effectively sealed that it can go for months between oil checks. In the meantime no other inspection is needed. Cars equipped with the National Cartridge Bearing can be dumped without losing a drop of oil.

Installation is a cinch too. Only five simple parts and seven screws to the entire assembly. Slips on and off in a hurry, without need of special tools or facilities. Fits inside of the standard journal box after the dust guard well has been removed . . . or under pedestal side frames, either narrow or wide jaw, with the use of simple adapters.

It's easy to see why twenty roads are testing the National Cartridge Bearing—it looks like the journal bearing of the future!

A-712

AMERICAN **Brake Shoe** COMPANY

RAILROAD PRODUCTS DIVISION
530 Fifth Avenue, New York 36, N. Y.

ICC Still Opposes Rate Freedom

The Interstate Commerce Commission still opposes the railroad industry's rate-freedom program. But it takes no position on the proposal to remove restrictions from railroad operation of other forms of transportation.

Meanwhile, the commission recommends to Congress a multi-phase program, which endorses many of the railroad industry's proposals. The commission program, among other things, calls for tax relief, government assistance in the financing of railroad equipment, and a broad study of transport subsidies.

The program was outlined in a commission presentation, by Chairman Freas, to the Senate's Surface Transportation Subcommittee which is investigating the "deteriorating railroad situation." The public-hearing phase of the subcommittee's inquiry was scheduled to end April 2 with presentations of railroad labor organizations.

The subcommittee's chairman, Senator Smathers of Florida, refused to set another hearing after Congress' Easter recess for the purpose of receiving a presentation from the Department of Commerce. Secretary of Commerce Weeks had been scheduled to appear last week, but asked for more time. The senator said the secretary had obtained two previous postponements, and added that the department's presentation will have to be in the form of a statement filed for the record.

The commission's failure to take a position on railroad operation of other forms of transport was due to its feeling that this was a matter of policy for Congress to decide. The present Congressional policy is clear, Mr. Freas said.

The commission's recommendations were summarized by Mr. Freas as follows:

1. We strongly urge repeal of the transportation excise taxes.

2. We urge legislation that will confine the ever-expanding agricultural exemptions so as to bring them within more reasonable bounds.

3. We shall continue to prosecute in the courts illegal operations carried on under the guise of private carriage and have already made a recommendation to Congress that the law be clarified.

4. We advocate the principle that this country's several forms of transportation should be treated equitably and that no one form should be preferred by subsidy or otherwise to the detriment of others.

5. We believe that alleged uneconomic labor practices whether on the part of management or labor should be explored.

6. As a general proposition, we believe that the passenger train service should be self-supporting; that urban and interurban commuting services which need subsidization should be subsidized by the communities served and not by shippers throughout the country.

7. The Commission does not see any need at this time for any change in its powers or duties with respect to determining fair and reasonable rates for the transportation of mail by railroads. Consistent with our general view, however, all forms of transportation should be treated equitably.

8. We believe that where consolidation of railroads would produce substantial economies without sacrificing service to shippers or otherwise affecting the public interest adversely they should be encouraged. The railroads should initiate action for practical proposals of this kind. We see no need for any change in the existing laws.

9. We subscribe to the objectives of the pending H.R. 8381 regarding depreciation for railroads and recommend its adoption. (This would eliminate the write-off for past accrued depreciation which railroads made some 15 years ago when they converted from retirement to depreciation accounting for fixed property.)

10. We believe that some Government assistance in the financing of equipment is imperative as a temporary measure, and we recommend that it be accomplished through the guarantee of loans or a direct loan type plan.

11. The carriers under the present laws have full freedom to initiate just, reasonable and nondiscriminatory rates. A very small number of rates proposed by them are suspended or ordered cancelled and then only when required for the protection of the public interest. We see no need for change in the present laws in this respect.

12. We are opposed to the enactment of any burdensome, expensive and unjustified legislation, but do not believe that S. 1386 (the power brake bill) falls in this category.

Economist Urges Revision Of Railroad Work Rules

A New York University professor of economics told the Senate Surface Transportation Subcommittee that "the makework rules of railroads require a complete overhauling."

"Such rules," said Dr. Jules Backman, "add to costs and adversely affect the financial position of the railroads.

"Changes in this area will be difficult to effectuate. One approach might be the appointment of a commission of distinguished citizens, including labor experts, to study this problem and to propose a solution in keeping with the public interest.

"A lack of cooperation by railroad labor in such an undertaking," he added, "will have adverse effects on all parties concerned. Railroads will continue to suffer a loss in position and in net income, employees will lose jobs, and the public will lose service."

Dr. Backman cited the mileage basis of pay as an example of "featherbedding provisions which add to railroad costs and which aggravate the financial position of the railroads."

"A 100-mile run may have represented a full day's work for an engineer 40 years ago," he said. "But with more powerful engines, more multi-track mileage, and the elimination or modification of grades and curves, these standards no longer should apply. The wage structure, too, is antiquated. It is a paradoxical situation where substantially higher wages are paid to employees in the passenger service, which is operating at a substantial loss, than in the profitable freight service."

Dr. Backman also advocated encouragement of railroad mergers; prompt action in permitting railroads to abandon unprofitable trains and lines; and more freedom from regulation to enable railroads to price their service realistically and compete with other modes of transportation.

Central's Perlman Sees 'Real Hope' in Congress

The dramatic change in public attitude toward railroads means "there is real hope for action now" on railroad relief measures before Congress.

That was the view New York Central President Alfred E. Perlman expressed at a Lansing, Mich., meeting of the Great Lakes Regional Shippers Advisory Board.

"Two years ago," said Mr. Perlman, "if there was an editorial about the railroads in the newspapers, chances are it damned

(Continued on page 56)

Current OPERATING DEPARTMENT Questions

PROBLEM: How would you load cars to cut empty miles?

In our column of January 27, we gave you a car service quiz. The problem was: to load 15 Class A box cars at Horseheads, N. Y., on the Lackawanna, so that when they reached destination they would be either on the home road or no more than 125 miles from a junction with the owning line. Total empty mileage created should come to less than 1,000 rail miles.

In previous quizzes we specified that cars must be applied in accordance with car service rules. We intended to so specify in this one, but inadvertently did not do so. Answers have been considered correct, therefore, if they showed that cars were loaded to within 125 miles of a home junction, or to a home point, the total mileage not to exceed 1,000. This, in spite of the fact that under the car service rules, shipping the N&B car to Philadelphia is not permissible. This one is a "rule 2" car to the DL&W. It could be used properly only via that road or to a DL&W point. Our solution:

LOAD DESTINATION	CAR USED	HOME JCT	MILES
Albany, N. Y.	NH	State Line	37
Augusta, Me.	BM or MTC	Portland	61
Austin, Tex.	ATSF	Milano	70
Battle Creek, Mich.	C&O	Lansing	44
Birmingham, Ala.	AWP	Montgomery	97
Concord, N. H.	BM or MTC	—	0
Jefferson City, Mo.	SLSF	Pacific, Mo.	87
Little Rock, Ark.	RI	—	0
Knoxville, Tenn.	CRR	Frisco, Tenn.	102
Madison, Wis.	CGW	So. Freeport	67
New York City	N&B	Bath, Pa.	105
Phila. (via. CNJ-Rdg)	CNJ	Bethlehem	54
Springfield, Ill.	CNW	Barr	11
Washington, D. C.	N&W	Shenandoah Jct.	62
White River, Jct., Vt.	QC	Newport	104
TOTAL MILES			**901**

The names of those submitting correct answers, in addition to those whose names were listed on page 59 of the March 17 issue, follow. A total of 190 persons sent us answers. Of these answers, 121 or 63.6% were correct.

ASSOCIATION OF AMERICAN RAILROADS, CAR SERVICE DIVISION: J.S. Fuller, Chicago, J. Curtis, Rensselaer, N.Y.

CHICAGO & ILLINOIS MIDLAND: J.S. Ott, Springfield, Ill.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC: E. A. Lehman, Minneapolis.

GREAT NORTHERN: Deane Carlson, Seattle, M. G. Fritz, St. Cloud, Minn.

NEW YORK CENTRAL: L. A. Nugent, Benton Harbor, Mich.

NICKEL PLATE: C. J. Taylor, Brewster, Ohio.

PENNSYLVANIA: W. J. Bailey, Philadelphia, J. P. Shuman, Waynesboro, Pa.

SOUTH BUFFALO: D. I. Hosmer, Lackawanna, N. Y.

SOUTHERN PACIFIC: R. G. Rodell, San Francisco, D. W. Speer, Los Angeles.

WESTERN MARYLAND: F. L. Arnott, Laurel Bank, W. Va., N. Z. Meredith, Hagerstown, Md.

OTHER THAN RAILROADERS: Field Curry, Pittsburgh, Eugene Fenerstein, Weehawken, N.J., P. C. Morrissey, Foxboro, Mass., Carlisle Schade, St. Louis.

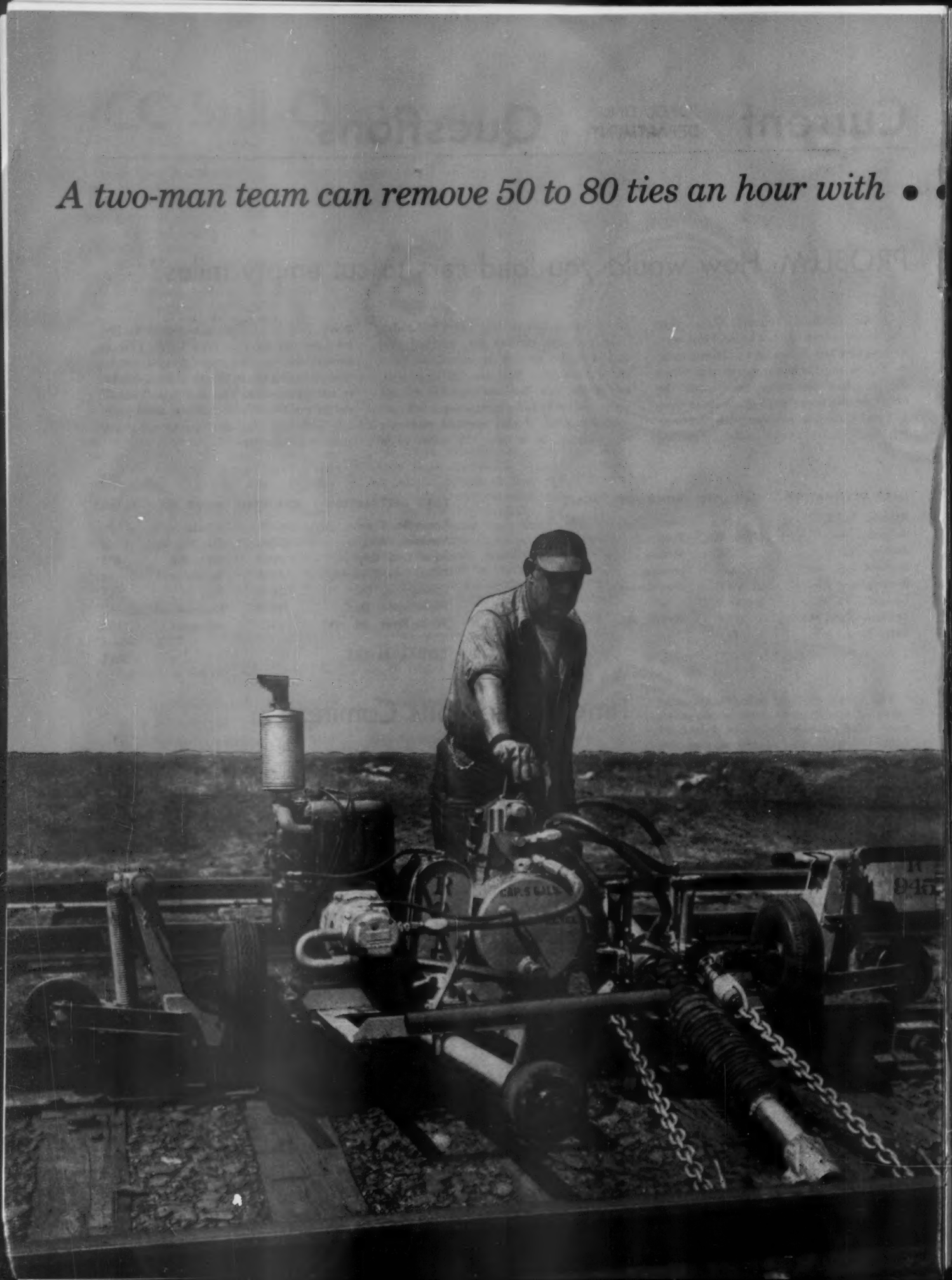
Timely Questions Coming Up

I hope to have for you in the not too far distant future some information on special equipment. Additionally, I hope we'll have something more on the age-old question of longer vs. shorter trains. And since the question of hourly per diem seems to be up for consideration I hope we'll be able to have some discussion of that subject, too.

Quiz Topics Wanted.—All of this reminds me of one thing—we are always in need of questions which are of interest to you, the reader. Ever since we started the column, back in June 1953, we have had very little trouble getting you to answer questions. You're not nearly so good about suggesting questions. Yet I know from past experience that there probably are many things you'd like to see people discuss in these pages. Therefore, since we need questions, I'll renew my offer of $5 for every question you submit to us which we can use. When you submit questions we're sure we're putting into the column the things you want to read.—G.C.R.

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column usually runs in alternate issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

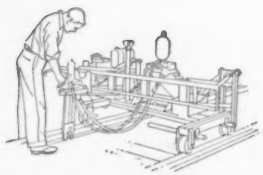
A two-man team can remove 50 to 80 ties an hour with • •



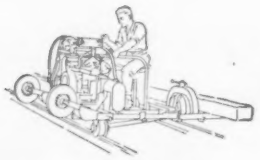
. . Fairmont

THE FAIRMONT W68 SERIES A HYDRAULIC TIE REMOVER (shown in actual operation at the left) cuts tie renewal and ballast costs to a fraction of what they would be with any other method. The W68 pushes ties out, without jacking track, at the rate of one or better a minute. A light surfacing may be made, but many renewals can be handled without need of track surfacing. The W68 is ideal in small 8- to 10-man gangs and works just as well in large, fully mechanized gangs. When working in traffic, it can be easily removed from the track in two or three minutes. Be sure to reduce your costs by including W68's in your tie renewal plans.

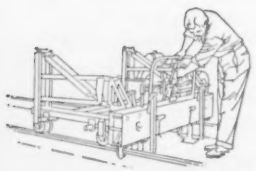
Other Tie Renewal Equipment by Fairmont



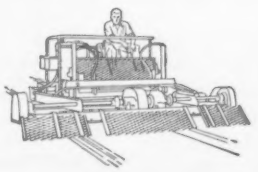
W84 SERIES B HYDRAULIC SPIKE PULLER is primarily for use in tie gangs. Light in weight, it features a ball-and-socket-mounted pull assembly. Will pull from either rail without change-over.



W90 SERIES A TIE HANDLER inserts or removes ties quickly and requires only two men for operation. Simple design and sound construction. Self-propelled. Two-way operation.



W86 SERIES A HYDRAULIC RAIL LIFTER features a spring-counterbalanced lifting arm, welded steel supporting frame and a direct-driven hydraulic pump. Two-man track removal.



W87 SERIES B TIE BED SCARIFIER with one operation can dig a tie bed a minute, to a controlled depth at right angles to rails. Assembly and drive are hydraulically operated.

W83 SERIES B TIE NIPPER (not illustrated) features a simple linkage and lever which guarantee positive opening and closing of hooks. The handle can be placed in three different positions.

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Railroading After Hours

with Jim Lyne

STATION COAL—A fellow was telling me the other day about a rather devious delivery that he had seen of 5 tons of coal for station heating. A gondola car with a little coal in the bottom was set out on a track about 100 yards from the station. Five m. of w. men were assigned to unload the coal and get it into the coal bin in the basement of the station. Here is how they went about it:

They hand-shoveled the coal out of the car onto the ground. Then they shoveled it onto a flat-top push car (on the rails). This car went onto the main line—hence required a clearance from the dispatcher, making the job non-continuous. The coal was shoveled off the push-car onto the station platform, then shoveled into sacks and carried around to the back of the station, downstairs, and dumped into the coal-bin. Labor was 80 man-hours at about $1.80 or $144, approximately $29 a ton.

It might have been less expensive to have bought a load of coal from a local dealer, and had him deliver it. There are a lot of habits acquired in the days of 15¢ an hour for m. of w. help that are pretty expensive today.

EVERYTHING IS BILLED—This same informant told me about a railroad (not his own) where every supervisory officer and employee gets a bill for all the service he orders. In the foregoing instance of the station coal, the agent would have got a bill for $144, charged against his station operating expenses.

On this railroad, my informant went on to say, a trainmaster who calls for the big hook gets a bill against his operation to the tune of something close to $200 an hour, from the time the hook leaves the terminal until it returns.

A yardmaster is charged daily per diem for all the cars in his yard, and a dispatcher is charged with per diem for the cars in all trains in his district. Every item of expense this road incurs is laid daily on the doorstep of some responsible individual—and the totals, as they fluctuate from day to day, keep a yardstick on the kind of job being done.

HOW TO SOCIALIZE—I heard a well-informed Englishman say the other day that the reason the British railways fell so easily into socialization a decade ago was that they had made practically no physical improvements in the period between the two wars. They weren't making much money and so they spent very little on a. and b. When the socialists wanted to take them over, nobody cared very much.

It would be my guess that this visitor's insight is not too far off. The people in this country who are so zealous to preserve private ownership had better take note that strong convictions alone are no defense. Unless there are earnings enough to provide improvements and high-quality service, railroads become sitting ducks for socialization. That's certainly the reason for what has happened to urban transit in most U.S. cities.

RUMOR FACTORY—When you're in the middle of two businesses such as railroading and publishing, and have the services of the grapevines of both, you've really got something. The current product of this hook-up is that "Railway Purchases & Stores" magazine is to be combined with Railway Age. This is like saying that a company making chemicals and beverages was going to put both products in the same bottle.

Reaction to 'The Trap'

Philadelphia, Pa.

To the Editor:

I have just completed reading your March 24 issue and I would like to express to you and your staff my feeling of a job well done and certainly timely. There is no question in my mind but that outmoded labor rules must be abolished if the rails are to survive over the longer term. You have done a wonderful job in condensing and clearly showing the excessive cost to the railroads of these restrictive labor rules.

Alexander D. Kerr
Vice President
Security Research Bureau, Inc.

New York, N. Y.

To the Editor:

Was certainly impressed with "The Trap" in March 24 Railway Age. It is one of the best articles Railway Age has ever published and surely calls direct attention to one of the basic problems of the railroads and most needful of attention.

W. F. Kascal
Asst. Vice President-Equipment
New York Central System

St. Paul, Minn.

To the Editor:

Congratulations on the March 24 issue of Railway Age. The article entitled "The Work Rules Trap" was like a preview of a new automobile, and all on our Personnel staff liked what they saw. Was interested in your reference to earnings per hour for engineers, conductors and brakemen on a passenger run.

C. A. Pearson
Asst. to President-Personnel
Great Northern Railway

Chicago, Ill.

To the Editor:

Your March 24 Railway Age special staff report, "The Work Rules Trap," is a bold challenge to management, unions and government. Perhaps it will do even more for the railroad industry than did "Outrage."

H. B. Christianson, Jr.
Asst. Chief Engineer
Rock Island Railroad

Englewood, Colo.

To the Editor:

You certainly are to be complimented for having the "intestinal fortitude" and courage to assume the leadership in bringing out into the open all the subjects so ably covered in your "Survival" issue of Railway Age, dated March 24.

Your non-recriminating attitude toward labor agreement backgrounds and interpretations, for instance, is exactly right. Notwithstanding more than 20 years of railroad service, this is the first truly objective viewpoint I have seen; the reasonable position you have taken cannot be anything but helpful to responsible people. . .

Jackson C. Thode

Cleveland, Ohio

To the Editor:

Congratulations on your splendid article, entitled "The Trap." I sincerely hope you will make some reprints.

A. G. Oldenquist
Passenger Traffic Manager
Erie Railroad

Denver, Colo.

To the Editor:

I want to be among those who will, or should, congratulate you and your special staff on the report "The Work Rules TRAP" which appeared in the March 24 Railway Age. In my opinion, it is the best report that I have ever read on that particular subject.

F. J. Rebhan
General Traffic Manager
American Crystal Sugar Company

To the Editor:

You and your publications have been a tower of strength to the railroad industry for a great many years. You have done many things. Your accomplishments have been many but your "Outrage" article and your current article entitled "The Trap" stand out as two major milestones.

I wish that every American could read "The Trap." You or someone else should publish it in booklet form for wide distribution for it deals with a matter which the railroads must come to grips with if they are to survive as a free enterprise. If this article is given the kind of distribution it deserves, it well may serve as a turning point in the history of the railroad industry.

Public Relations Officer

(Railway Age is making reprints of "The Trap" feature available—just as was done with the "Outrage" issue last year. Single copies fifty cents. For bulk orders, contact the Publisher, Railway Age, 30 Church street, New York 7, N.Y.—Ed.)

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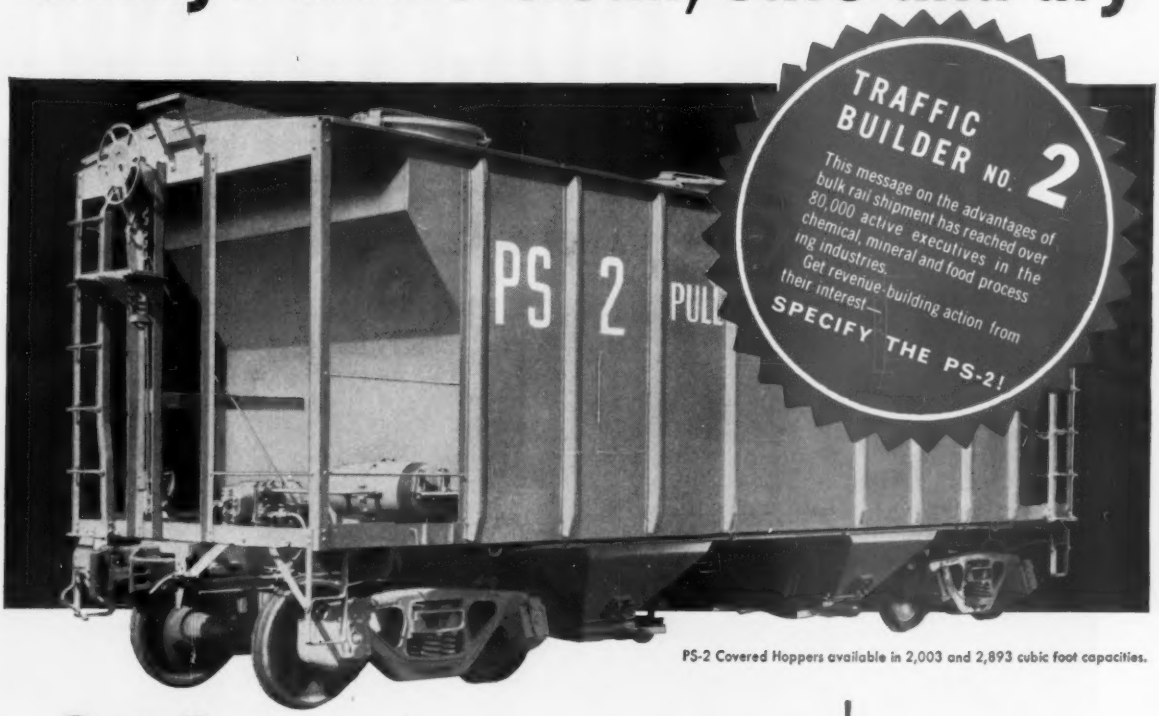
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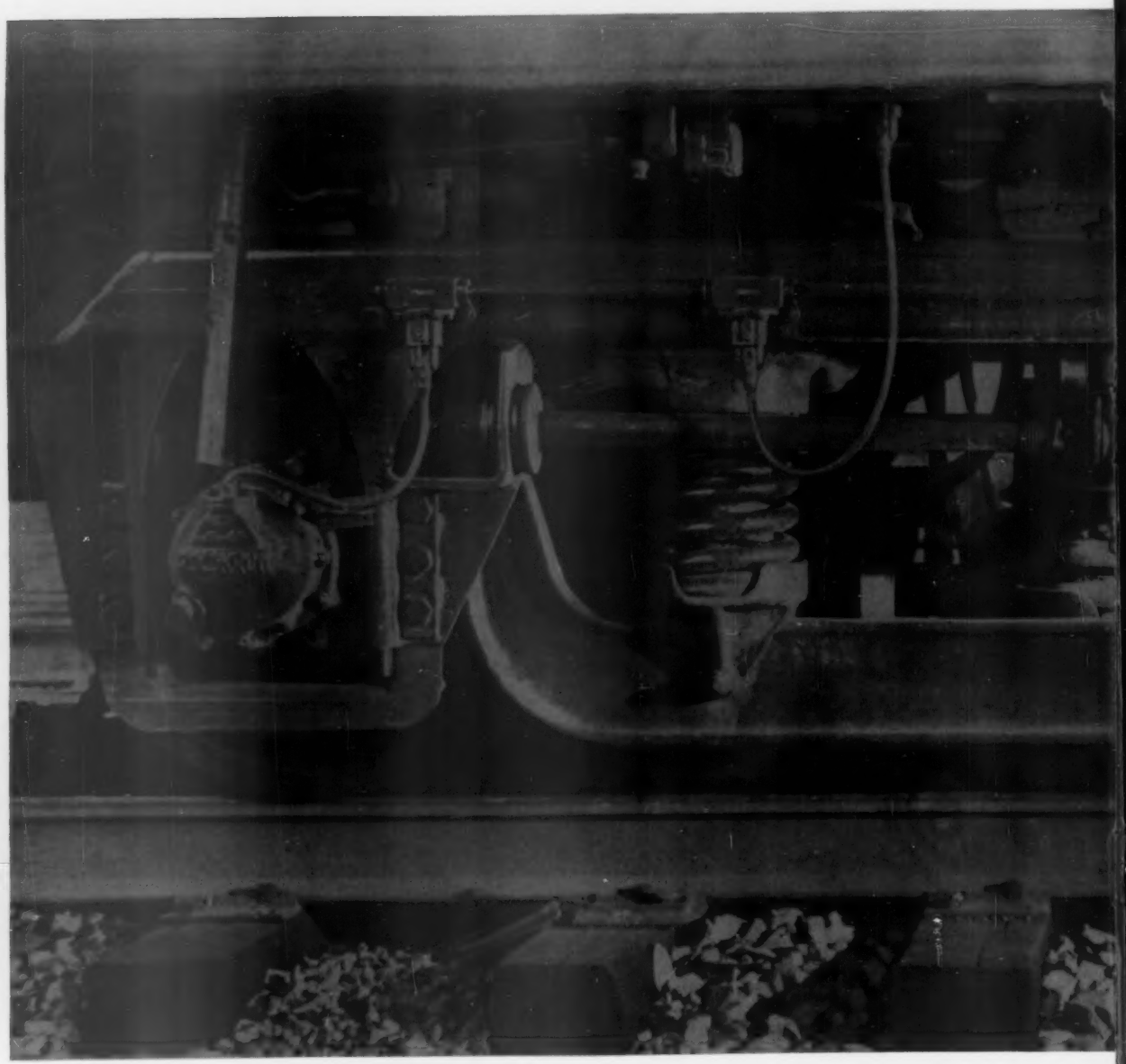
ANNOUNCING: NEW GULFCROWN R.R. GREASE



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'Perfect Shipping Every Day'

The 1958 letterheads of the National Loss and Damage Prevention Committee are carrying a challenging new slogan: "Perfect Shipping Every Day."

In previous years, Perfect Shipping was spotlighted in April, which was set aside as "Perfect Shipping Month."

The decision to shift the emphasis from once-a-year to a year-round basis comes at a time when railroad loss and damage claims have climbed steeply for the second consecutive year.

In 1957 loss and damage claims reported by U. S. railroads amounted to $116,213,191—or $1.30 for every $100 in gross freight revenues. In 1956 loss and damage claims totaled $108,568,061—or $1.21 cents for every $100 gross.

In 1955 the ratio of loss and damage charges to gross freight revenues was only 1.1%.

The rising loss and damage figures are a source of concern to carriers, shippers and receivers. But the increase is not directly responsible for putting the perfect shipping campaign on an every-day basis.

Actually, the campaign has been waged year 'round for some 22 years, though it has traditionally been emphasized during April.

"We now want to correct the impression that we're concerned with loss and damage only one month out of the year," says Roger Avery of Rochester, N.Y., general chairman of the National Loss and Damage Prevention Committee. "To make it clear that we mean business every day of the year, our letterheads now read, '22nd National Campaign to Promote Perfect Shipping Every Day'."

Some innovations are in prospect as the campaign shifts formally to a year-round basis.

For example, Mr. Avery hopes to designate Perfect Shipping months for particular commodities on which loss and damage have been unusually high.

This was done in 1957 when June was devoted to a campaign to reduce loss and damage on furniture shipments. This year, Mr. Avery hopes to add canned and frozen foods to the list of commodities needing special attention.

An idea adopted by the Central Western Regional Shippers Advisory Board may also be tried out in other areas this year. This involves the formation of Perfect Shipping Service Squads which visit particular shippers, observe their shipping procedures closely, and then render critiques.

The national committee is frankly alarmed by the fact that after several years of decreasing loss and damage claims, the trend has been moving upward again.

"There are no mitigating circumstances," says Mr. Avery flatly. "Last year the railroads and their shippers and receivers handled less freight than the year before—but they handled it less carefully.

"We feel that this was due largely to the fact that everyone took it too easy after the good showing of earlier years. We just rested on our oars."

As he sees it, the increase in loss and damage claims is due principally to the following, in the order of their importance:

- Rough car handling.
- Use of poorly maintained equipment.
- Shippers' carelessness in loading cars.
- Poor packing on the part of shippers.

The Perfect Shipping campaign is sponsored by the Regional Shippers Advisory Boards, with the close cooperation of the Freight Loss and Damage Prevention Section of the Association of American Railroads.

In the past, Mr. Avery points out, shippers and receivers were inclined to blame carriers' rough handling for loss and damage—and the carriers, in turn, heaped the blame onto the shippers for not properly preparing their shipments.

Now, he says, a common responsibility is recognized and the fight is being waged on a united front.

In the words of C. A. Naffziger, director of the AAR's Freight Loss and Damage Prevention Section:

"Shippers are looking into their packing, marking, handling, and unloading practices and are intensifying the program of requesting reports as to the condition of their shipments at destination, with suggestions for improvements.

"Carriers are improving the condition of cars and other facilities, including motive power, and are waging an intensive, unrelenting fight against the number-one problem from the railroad handling standpoint—high-speed impacts in coupling.

"Receivers are studying and improving unloading and handling practices. They are also looking more closely into the loading methods used by their suppliers and are progressing the program of making factual reports, with photographs, of the condition of the load at destination. They are giving these reports to those at fault, with suggestions for improvements."

> **"E**ach year the railroad industry spends millions of dollars in payments to our customers for damaging shipments which they entrusted to our care. Not only does this waste reduce our income, but it also makes heavy inroads into our greatest asset—the good will of our customers.
>
> "Everybody loses when loss and damage occurs. Remember, business goes where it is invited and stays where it is well treated. Loss and damage experience can be a major factor in routing traffic."—*C. A. Naffziger, Director, Freight Loss and Damage Prevention Section, AAR.*

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SCIENCE

RAILWAY DIVISION

The First Roads Were Rivers . . .

In the beginning . . .

. . . America was a group of settlements hugging the natural waterways. There was little travel. Commerce was water-borne, or wished it were. Goods were marketed in the towns that produced them. Crops not eaten at home had to be sold locally or let spoil.

Colonial ports were small because there was little commerce to support them. Before the country could grow, a way had to be found for goods and people to move overland.

America's great resource, the rich lands of the interior, remained largely unknown and undeveloped. A revolution in transportation was as long overdue as the revolution that freed the colonies from their distant king.

Land transportation was unchanged since the time of Christ. Queen Victoria in her childhood traveled in much the same manner that Julius Caesar did. The change came swiftly. The world has not been the same since.

A. Gayer collection: D&H Canal, Eddyville, N. Y., 1888

Canals were the first . . .

. . . answer to the problem of mass transportation. People conditioned by long centuries of habit to think that bulky goods could be moved only by water, built waterways to move them. Contrary to general opinion, the advantage of water transport is not lower friction, but the fact that no grade must be overcome. Unfortunately for the builders, this advantage disappeared at the first lock.

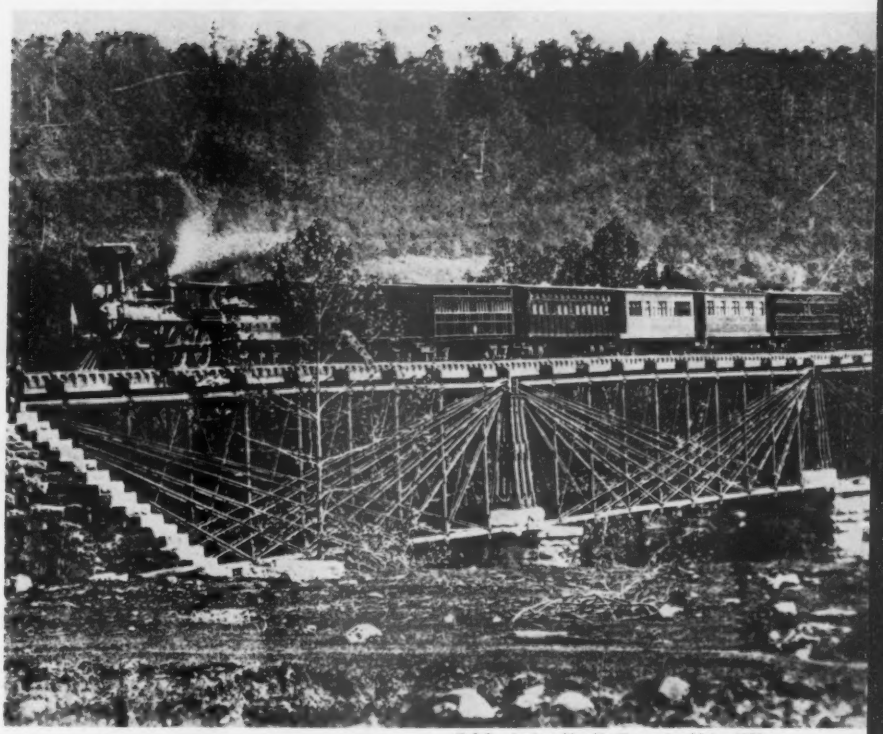
. . . but overland transportation was needed

D&H photo: Gravity RR at Olyphant Pa.

Real efficiency . . .

. . . in transportation grew out of the use of flanged wheels rolling on smooth rails. The surface contact of iron wheels on iron rails is low, and so is the friction to be overcome. This principle made railroads possible, even before locomotives were perfected. Some early railroads used horses for power. Others used gravity, with the help of stationary engines to pull empty cars back up the hills.

The D&H coal cars shown emptied into barges, owned by the same company, for water movement to market. Combining different kinds of transportation was then common practice. Companies used any kind of transportation that seemed most efficient.



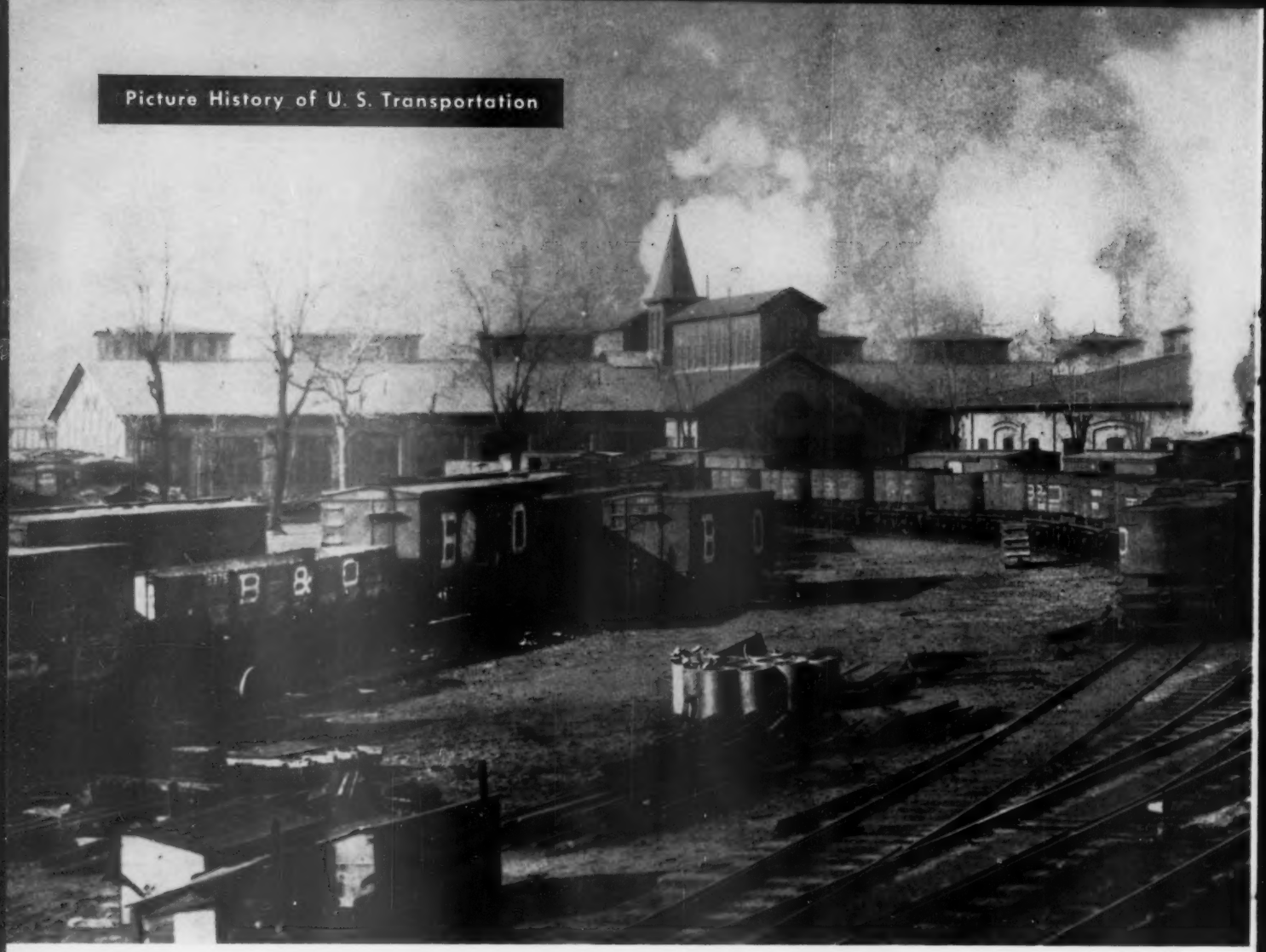
B&O photo: North Branch, Md., 1858

Railroads go everywhere

Steam locomotives—mobile power supplies—repealed the laws of motion that had hampered land transport for centuries. Bridges and tunnels, cuts and fills pushed rails wherever there was traffic to move—and to some areas where there was none. Even the wildernesses had railroad plans. The towns were confident business would follow the tracks. Mostly, they were right. In some places, settlers built the railroad along with the town; in others, the rails were laid to bring the settlers in.

before America could grow

Picture History of U. S. Transportation



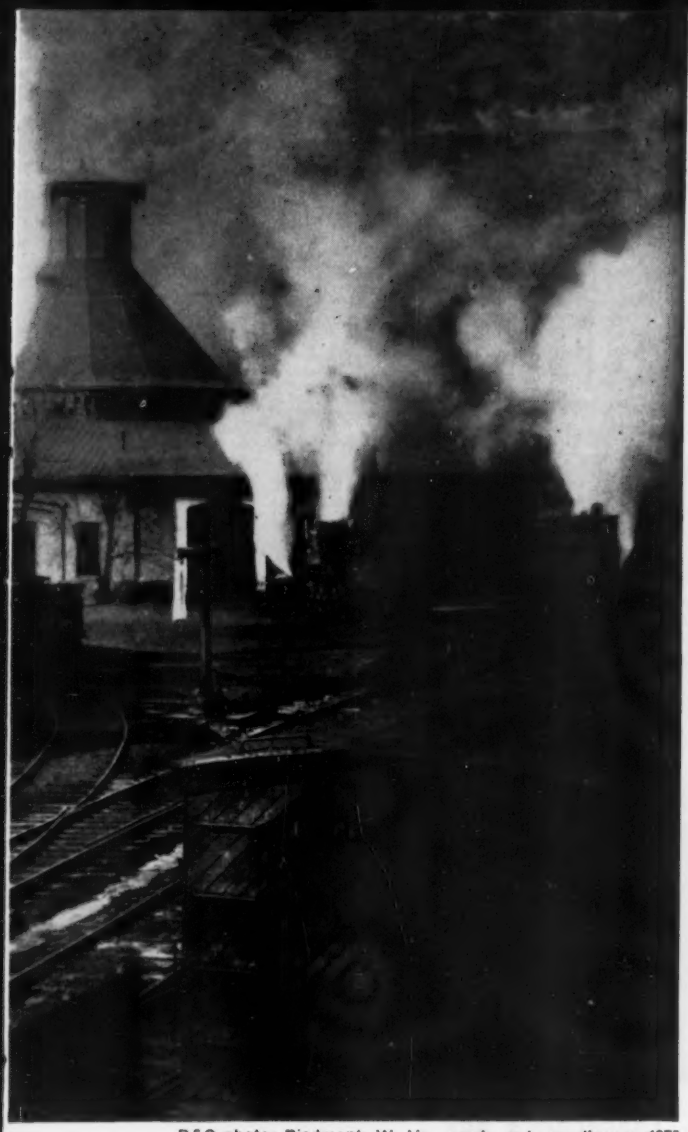
Efficiency Creates

AAR photo: pre-rail wagon train

Southern Ry photo: Orange & Alexandria RR, 1862

Horses gave way to horsepower

Before the steam railroad, western travel was difficult and dangerous. To cross the continent, elaborate caravans had to be organized. No one colonized the plains because the area couldn't grow crops worth carrying to market. The steam locomotive changed all this. In opening the west to settlement, it also made the settlers dependent on it.



B&O photo: Piedmont, W. Va., yards and roundhouse, 1875

a Monopoly

Railroads went anywhere and moved everything. Efficient inland mass transportation had been born. The economic map of the nation began to change. Distance was no longer a bar to commerce.

At first, railroads functioned to carry people and packages from a town to its neighbor. Cars were simply wagons fitted with flanged wheels, and railroads themselves were little more than tracked highways. The real potential of overland mass transportation was not understood.

Gradually, people began to understand that trainload shipments cost very little more to move than carloads. The original local lines were welded into systems for through movement. When the eastern trunk line systems were completed to the Middle West before the Civil War, these lines diverted most of the traffic from the Erie Canal and upper Mississippi waterways. The efficiency of the flanged wheel on the steel rail gave the railroads an enormous advantage over all competitors.

SP photo: first station in Los Angeles, LA&SP RR, 1869

Local transportation . . .

• • • continued to move by rail during the period the railroads were demonstrating their enormous advantages for mass transportation. From the very beginning, railroads were common carriers, which meant they handled the retail jobs—the few passengers, the few tons of freight for a few miles—as well as the mass transportation they were making a reality. The fact was no one else could do even the local jobs as well.

Even the riverboats . . .

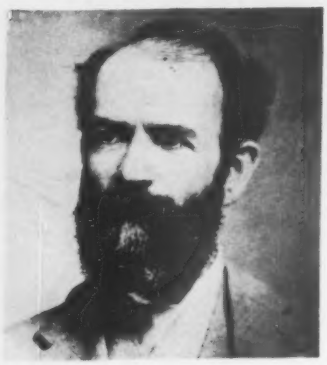
• • • floating palaces though they might be, could not seriously challenge railroad dominance of transportation. As with the canal boats, it was a matter of friction. The rolling friction of steel wheels on steel rails is much lower than hydraulic friction of hulls through water, except at very low speeds. The railroads ran in the valleys in direct competition with the steamboats on the neighboring rivers. The railroads got most of the traffic because their efficiency let them move traffic at lower unit costs.

A. Gayer collection: New York harbor late 19th century

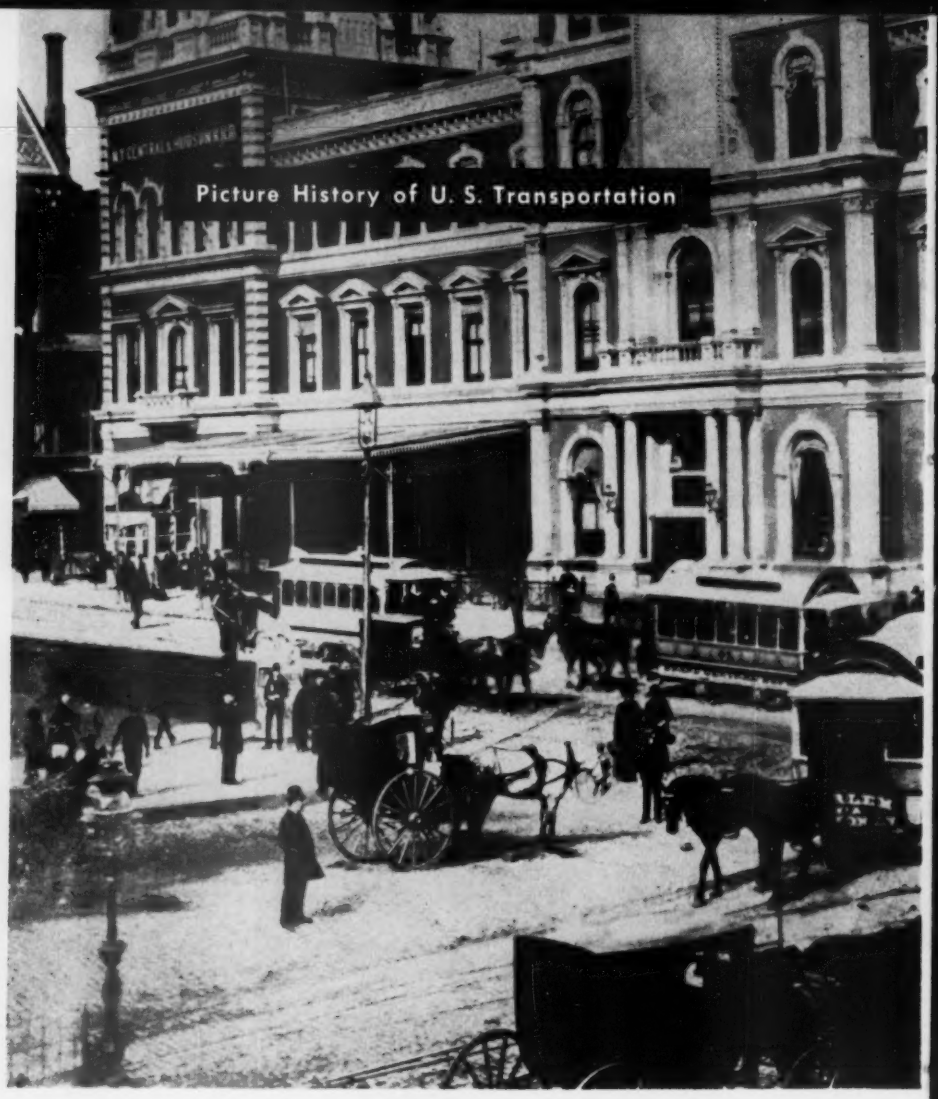
NYC photo: William H. Vanderbilt

Railroad 'Barons' . . .

• • • set the pattern for the 19th century American businessman. Because railroads were so essential to our expanding economy, railroad financiers had enormous power. Some used it unwisely.



Brown Bros. photo: Jay Gould



Grand Central in Vanderbilt's day

The Monopoly Is Tamed

Brown Bros. photo: Capitol, 1867

In Washington . . .

• • • help for the public. Battle lines formed: agrarians and populists against the railroads.

By the Civil War, railroad efficiency had won a virtual monopoly of transportation. Railroads flourished while the country grew. The war slowed a period of steady growth—of the railroads and of the nation. After the war, railroad growth resumed, with the help of land grants in the western wilderness.

The land grants have been used by railroad competitors to justify their own present subsidies. Actually, this reasoning has little foundation. True, the land grants involved a sizable chunk of public land. They did benefit the few railroads building in land grant territory. But, there were strings attached.

In return, the public got half-rates for government traffic, which lasted almost 100 years. The return to the government has been estimated at one and one quarter billion dollars for lands valued at the time of the grants at one hundred twenty-three million dollars.

The land-grant roads prospered from new traffic developed in the West, and so did the rest of the rail network. It was a time of high profits and intense competition for more. Rate wars and rebates flourished. Competition to keep rates low, where strong lines fought for traffic, even reached such ridiculous extremes as a short-lived passenger fare of $1 between California and the Missouri River in 1887. In non-competitive territories, charges were "what the traffic would bear."

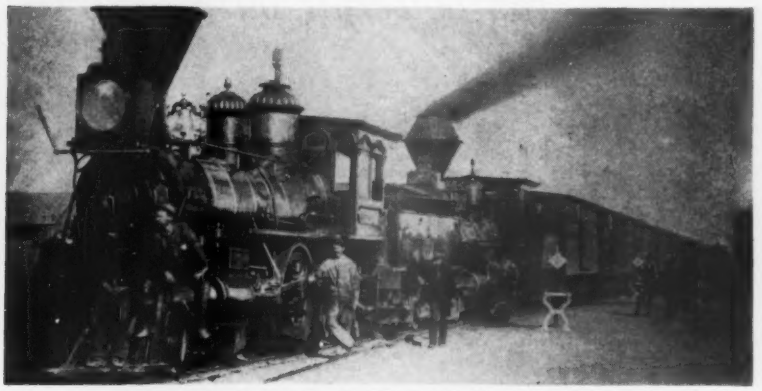
The Interstate Commerce Act, passed in 1887, was the public's answer.

NYC photo: Grand Central Depot, 1873

SP photo: Central Pacific immigrant train, Mill City, Nevada, early '80s.

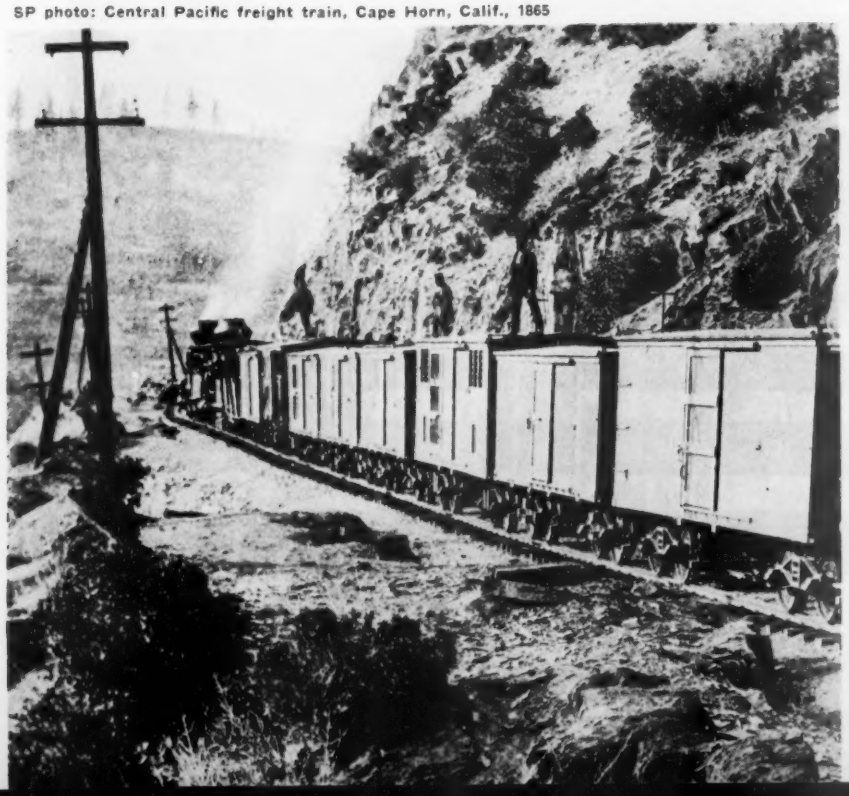
In the new farmlands . . .

. . . railroads and farm groups often became enemies, even though each was indispensable to the other's existence. By making cheap land accessible as well as available, the rail lines had attracted great crowds of immigrants. The new settlers found themselves dependent on cheap transportation to make a living from their farms. But freight rates seemed too high to the farmers. They reacted politically. Granger legislators and congressmen were elected and fought the farmers' battles successfully. Eventually, railroad power was regulated away.



SP photo: Central Pacific RR, first fruit train to leave California, 1884

SP photo: Central Pacific freight train, Cape Horn, Calif., 1865



Safety was a target . . .

. . . of other regulation. Safety problems had plagued railroads from the beginning. Before air brakes, handbrakes stopped trains. On any kind of grade, brakemen rode on top near the handbrakes when they were needed. The safety laws spelled out the minimum number of brakemen for a given size train. Some of our present "full crew" laws originated in the fact that handbrakes once were required.

But, standard operating rules, automatic couplers, air brakes, standard track gage—all necessary for safe interchange of equipment—did not develop primarily from government regulation. They stemmed largely from the early organizations that later became the Association of American Railroads.

These railroad associations, the first of which met in 1854, were—and continue to be—effective.

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From every direction . . . radiating out of every major industrial center . . . today, the rails of this country beat a swift path to gateways of our world markets.
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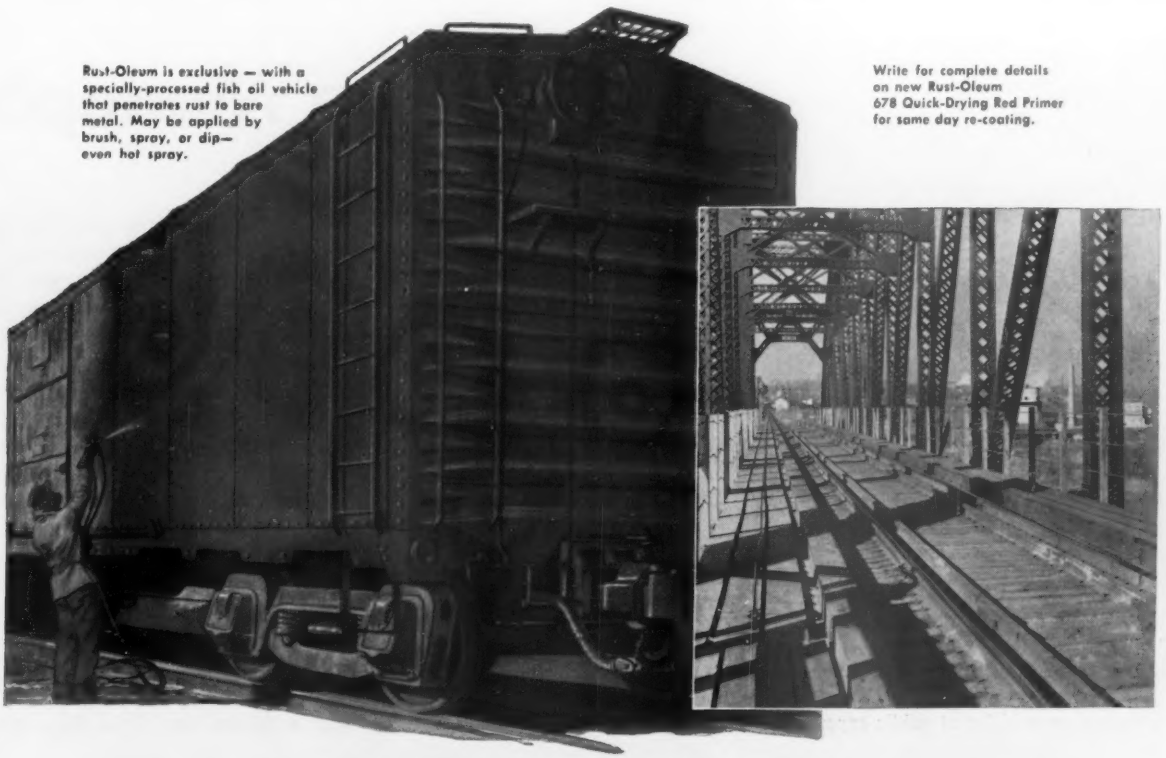

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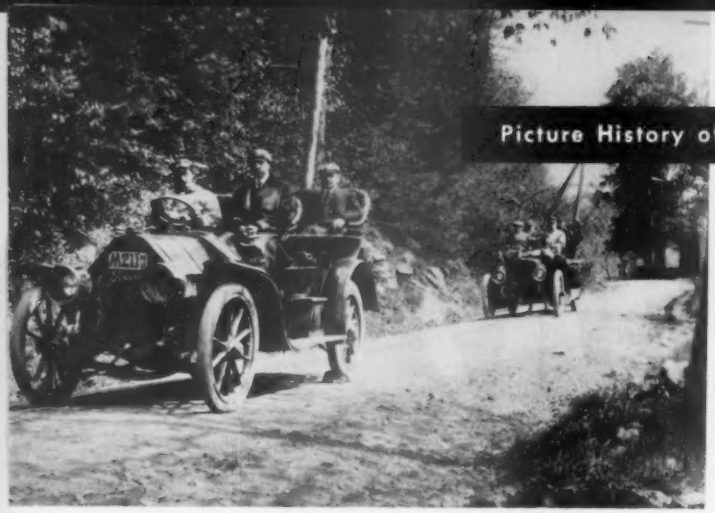
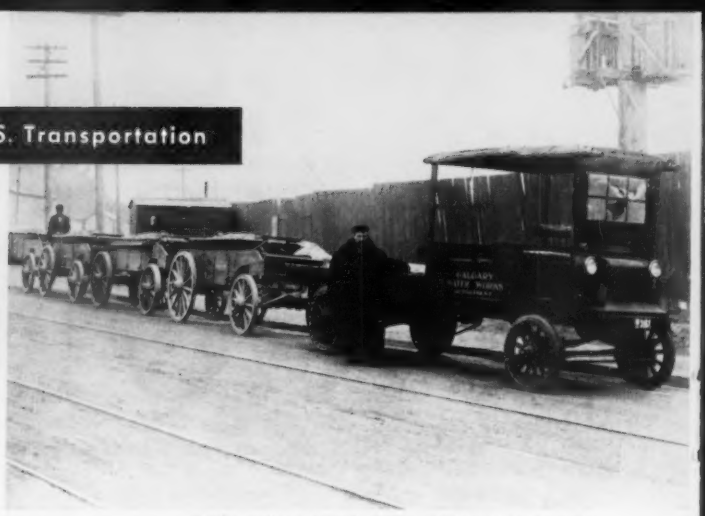
Picture History of U. S. Transportation



Brown Bros. photo: Pope Toledo autos, 1905

BY CAR . . .

The low-priced automobile, proved to be a vehicle the average American decided he could not do without. He demanded—and got—roads to match.



GMC photo: Electric truck, Calgary, Ont., 1914

. . . TRUCK

With highways available, motor carriers began to chip away at railroad freight. Inefficient as the early trucks were, they had the great advantage of a right-of-way furnished free.

Brown Bros. photo: Ford trimotor transport

. . . PLANE

People in a hurry left the Pullmans for the planes, even though, at first, they didn't save much time between business districts. The airways were paid for at public expense.

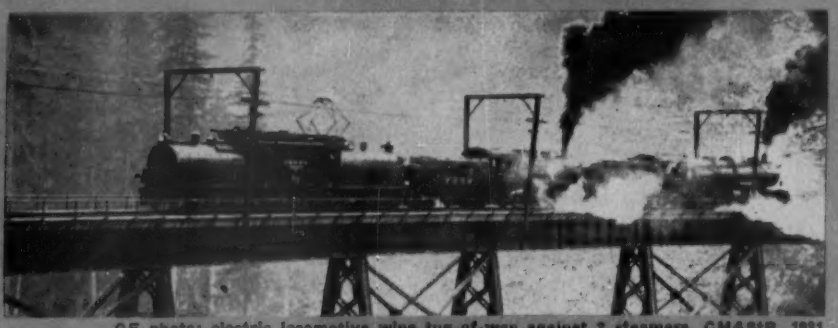
The Monopoly

By the end of the 19th Century, America had benefitted from a revolution in overland commerce. Our railroads had become the world's first true common carrier system. They could and would handle all kinds of goods: long haul, short haul, large lot, small shipment, freight or passenger as required. The nation had grown and prospered as no other nation in history.

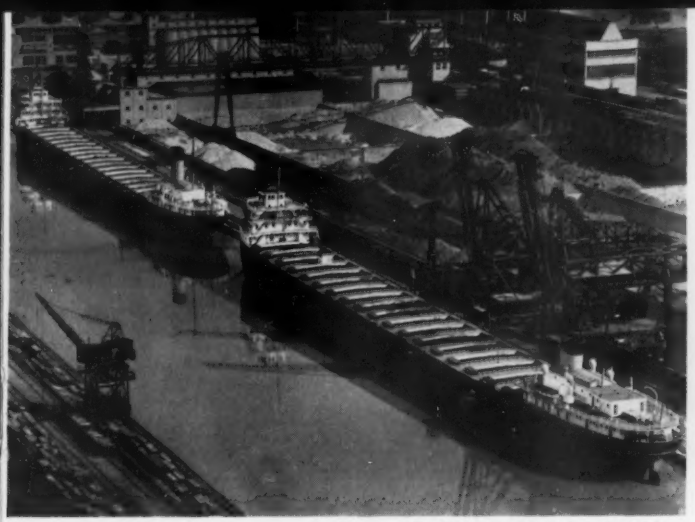
Railroad efficiency had combined with the newly developed need for mass transportation to create a near-monopoly. When the railroad's power was abused, public reaction was swift. Laws and regulations gave public authorities iron-clad control of this wonder-working servant.

Rate wars, rebates and unreasonable charges had been answered by the Interstate Commerce Act controlling rates. Railroad train service was regulated on the theory that railroads were public utilities. Railroads were taxed heavily for general government expenses. Safety regulations and laws set the terms of working conditions. The railroads, it was commonly agreed, were a special case since they enjoyed

In the meantime the railroads were changing, too.



GE photo: electric locomotive wins tug-of-war against 2 steamers, CM&StP, 1931



A. Gayer collection: Great Lakes freighters

. . . SHIP

Limited in usefulness by northern routes frozen in winter, inland water routes took some of the slow bulk movements. Rates undercut railroads because of their free "roadway."

Brown Bros. photo: 34th St. bus station, New York City

. . . BUS

On the new national highway system, intercity buses sought the dwindling passenger traffic. With relatively low labor costs and no roadway to build, buses had lower unit costs.

is Broken

permanent advantage over all other transportation modes.

Then, suddenly, technology changed transportation a second time. Electric power was put to work. At the same time, the internal combustion engine was developed. Separate power units on vehicles light enough for highway use appeared. Communities that had been dependent on steam railroads now discovered other ways to move goods.

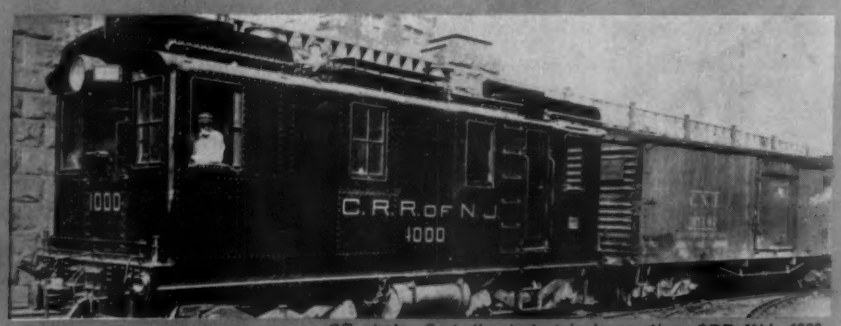
Immediately, two chief competitors scrambled for the railroads' business. The low-cost interurban electric lines shared many advantages of the steam railroads but lost out to motor competitors because of high fixed charges of building and maintaining their own tracks. This did not affect trucks: even from the earliest days, highways were built and kept up at public expense.

Waterways, pipelines, airlines, each in its own field, became effective competition. The supreme efficiency of the flanged wheel on the steel rail had not been changed. But now it showed to best advantage in the large volume movement of freight. The railroads' near-monopoly vanished.

Brown Bros. photo: Early pipeline suspension

. . . PIPELINE

A rarity among railroad competitors, pipelines pay all their own bills. In a large, specialized field, pipelines are effective, but they are limited in what they can carry, and where.



GE photo: first diesel-electric locomotive, CRRofNJ, 1926

STEAM AND RAILROADING were so closely associated for so long that people tend to forget *the real genius of railroading is not the locomotive but the long train* made possible by steel wheel on steel rail. Electric motive power followed steam, then diesel-electric put electric traction in a self-powered unit. Railroading has always changed with the times, but it takes capital to finance the change.

NYC photo: Watertown, N. Y., train No. 675, 1958

Passengers are doing it

State regulatory authorities have the right to regulate passenger operations. They may require train service to be continued even though the service runs at a heavy loss. There are extreme cases of passenger trains that have been operated without a single passenger. The explanation is that these trains are "needed for emergencies"—when the airlines are grounded or the highways clogged. The railroads are forced to pay for their competitors' standby service.

. . . But Everybody Is Still Treating the

W. Abbey photo: Union Station, Chicago, 1957

Tax authorities are doing it

Traditionally, railroads have been one of the favorite sources of tax revenue. For a long period in American history, they were the biggest single aspect of our industrial strength. Railroads went everywhere, and every branch of government, federal, state and local, depended on rail taxes for support.

Railroads pay taxes on their own right of way. In many places they pay taxes on their equipment. They pay heavy taxes on their terminals. They pay income and other business taxes just like any other corporation.

The federal excise tax on transportation, 10 per cent on passengers, 3 per cent on freight, is driving railroad business into private—untaxed—carriage.

The payroll tax for railroad Social Security is 6¼ per cent of the first $4,200 salary. Other businesses, including railroad competitors, pay only 2¼ per cent for their employees' Social Security benefits.

Jim Shaughnessy photo: B&M RR, 1957

Unions are doing it

A rail-diesel car, operating singly, is required in some states by law and in others by union requirements to carry a crew of three men. The single unit cars operate in roughly the same kind of service as intercity buses. The rail cars have greater capacity, but are, if anything, easier to operate than the bus. The difficult tasks of piloting the bus through traffic, keeping on schedule, tending the passengers as well as the other chores involved, are handled by one man.

Jim Shaughnessy photo: Rutland RR, 1953

Shippers are doing it

As common carriers, railroads are required to handle any shipment, to any destination, at any time, for a rate published in advance. The kind of service the railroads must provide for local package shipments is not efficient. Trucks that can pick up and deliver directly to the shipper's door without expensive handling enroute are much better suited for much of this retail business. But railroads themselves are often denied the right to use trucks or other forms of transportation when indicated.

Railroads As a Monopoly

R. Craib photo: PRR, 1958

Regulators are doing it

Overshadowed by the mounting passenger deficit, freight profits are no longer high enough to carry the entire railroad burden. Under the present national regulatory law, railroads have often been required to price their services at rates that will not deprive rail competitors of what the regulators consider a "fair share" of traffic.

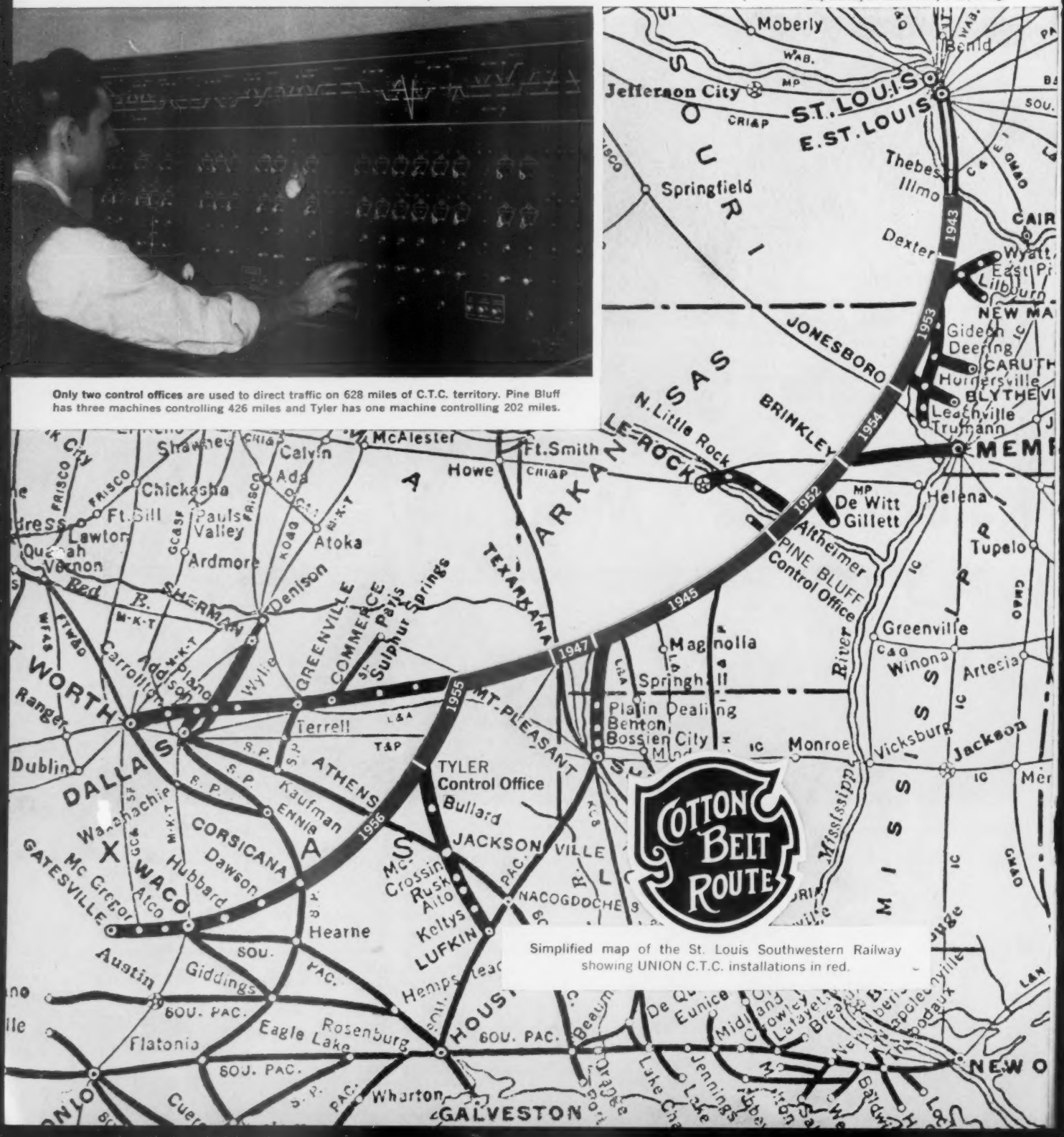
If the old theory that railroads have a monopoly on transportation were recognized for what it is—a remnant of horse-and-buggy days that is completely historical in today's world—railroads would be allowed to price their services like any other business, and not to fit an outdated theory. The railroads would be taxed on the same basis as their competitors. The railroads would not be required to provide services that can be operated only at a loss. The railroads would not be required to use six men to run a train when two or three would do. The railroad future would be even brighter than its past.

Where We're Headed—See the Action Page, p. 62

628 miles of C.T.C. second track

Map courtesy of: Rand McNally & Co., Chicago

Only two control offices are used to direct traffic on 628 miles of C.T.C. territory. Pine Bluff has three machines controlling 426 miles and Tyler has one machine controlling 202 miles.



Simplified map of the St. Louis Southwestern Railway showing UNION C.T.C. installations in red.

eliminated need for on COTTON BELT

THE BENEFITS OF C.T.C. on extensive sections of single track are being demonstrated on the St. Louis Southwestern. This railroad was faced with heavy increases in traffic and the need for faster service back in 1943. Management officials decided not to add a second main track but to increase capacity of the existing single track by installing Centralized Traffic Control.

The first installation was on 47 miles of track between Illmo and Dexter, Missouri. Since then, 581 additional miles of UNION C.T.C. have been installed, making one continuous stretch from Illmo to Corsicana, Texas.

The Cotton Belt specializes on fast freights both southbound and northbound. The extensive C.T.C. installations enabled them to speed up traffic safely and make substantial reductions in operating costs.

Economic advantages. On two recently completed sections totaling 141 miles, the annual return on the investment was estimated at 20%.

This program has given ample proof that UNION C.T.C. has been successful in paying for itself quickly and helping the railroad to meet and beat competition. Let us show you what it can do for you.

Annual Reports show consistent program of improvement with C.T.C., which was supplied by Union Switch & Signal

Starting in 1943, the St. Louis Southwestern Railway Company has maintained a program of improvement with UNION Centralized Traffic Control which increased track capacity, speeded up schedules and reduced operating expenses. Today, they have 628 miles of C.T.C. in one continuous stretch and are reaping the benefits of this farsighted program.

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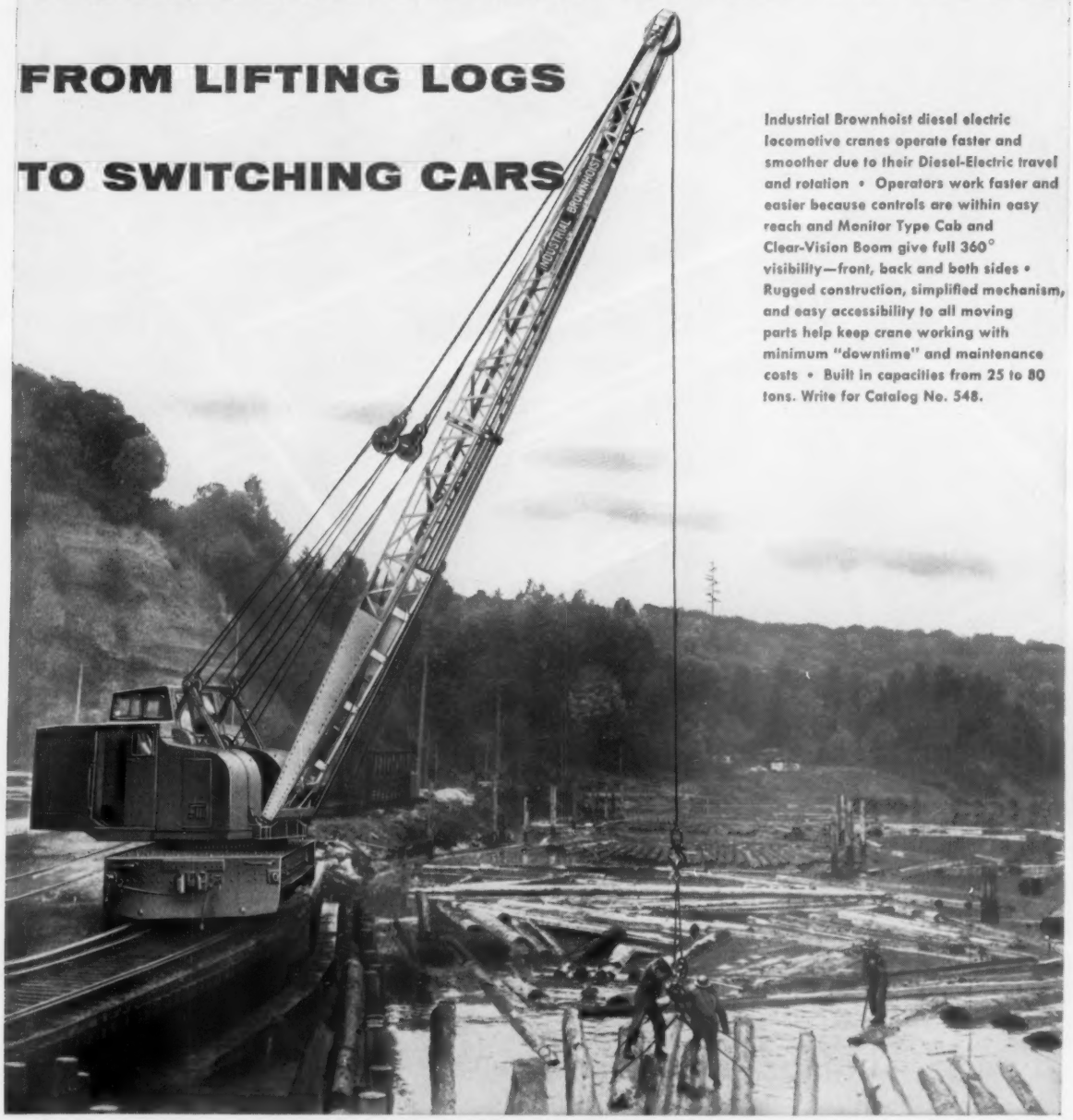
WHY INDUSTRIAL BROWNHOIST LOCOMOTIVE CRANES SPEED UP JOBS FROM LIFTING LOGS TO SWITCHING CARS



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by users, operators, and manufacturers
of covered Hopper cars from

coast to coast!

KEYSTONE PORTLOC

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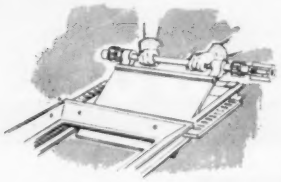
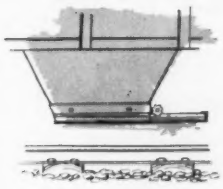
WELDED CONSTRUCTION

Provides maximum strength at minimum weight. Ruggedly constructed, PORTLOC is built to take it for years of rough and tumble work. Sturdy, simple design — modified to suit different types of cars — assures ease of control, trouble-free operation, and freedom from costly maintenance.



EASY TO REMOVE

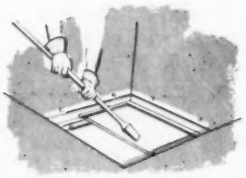
Although securely attached to withstand constant vertical shocks — tightly sealed to prevent leakage — the door of the Keystone PORTLOC is easily removed for thorough cleaning and repair work.



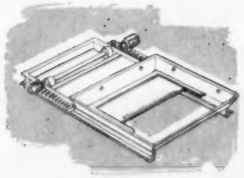
GREATER CLEARANCE

More room between frame and rail permits increased flexibility of the unloading operation . . . reduces costly handling time!

EASY TO CLEAN



Another extra-convenience feature! All parts are readily accessible for thorough, time-saving cleanings. Rack and pinions are easy to see . . . easy to reach . . . easy to keep unclogged. You always clean in comfort! No awkward stooping and stretching — no cramped, confined quarter in which to work.



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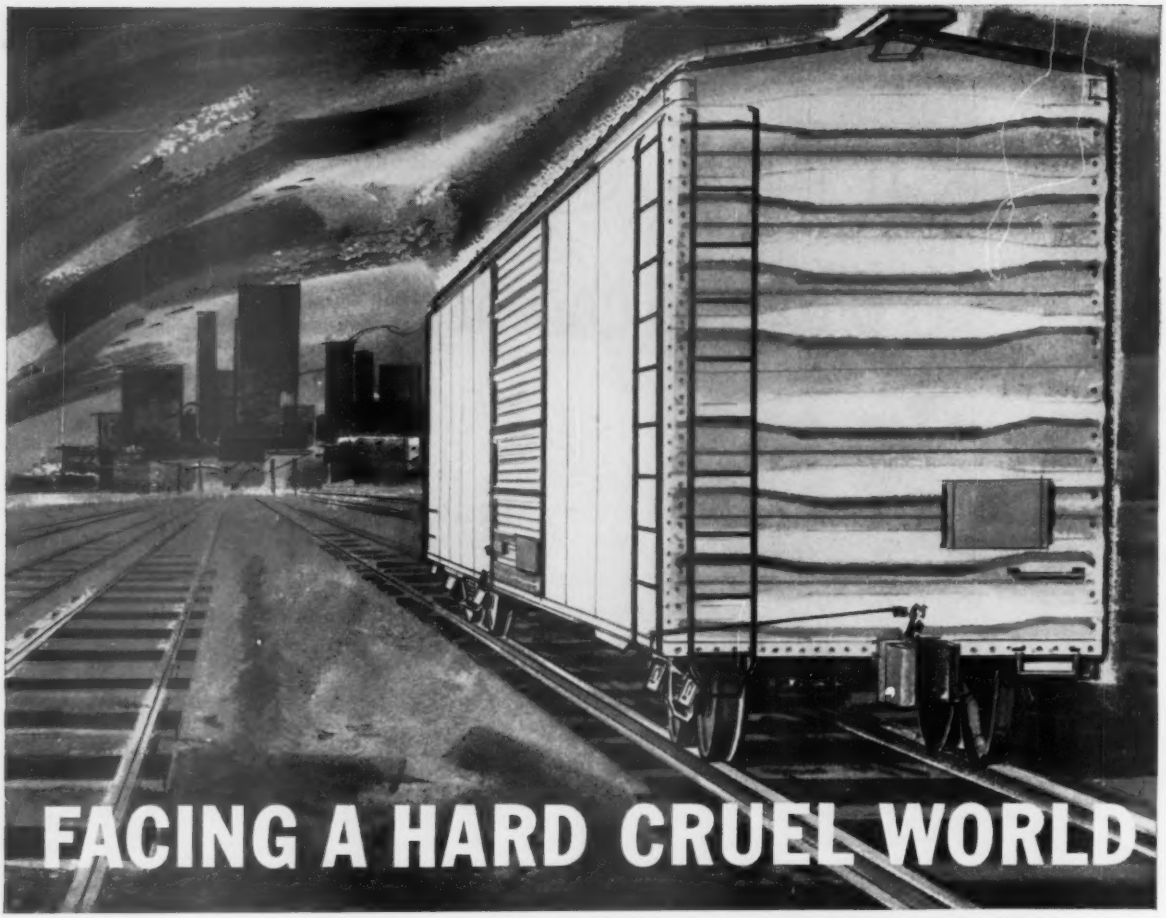

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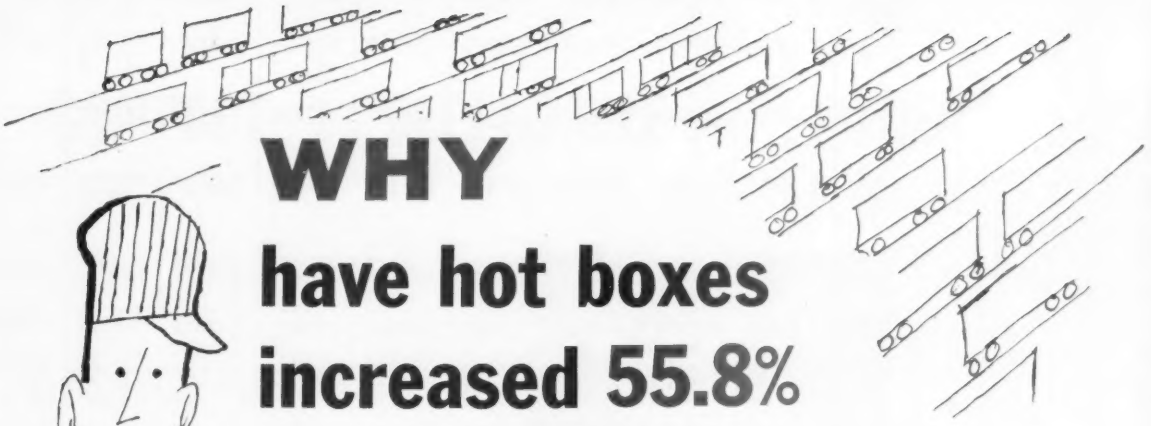
CARDWELL WESTINGHOUSE COMPANY

332 So. Michigan Ave., Chicago 4, Illinois
Canadian Cardwell Co., Ltd., Montreal 18, Quebec



WHY have hot boxes increased 55.8% since 1954?

The A.A.R. figures are accurate and clear! A total of 142,245 hot boxes experienced in the first eight months of 1957 against only 91,277 in the like period of 1954! What's responsible? Lack of proper supervision? Lack of proper maintenance procedures? Poorly renovated thread Packing? Or the multitude of gadgets and pads introduced in those years?

The answer is probably a combination of all these factors. The fact remains, however, that in 1954, when journal boxes were packed with new and renovated thread Packing according to A.A.R. specs, there were almost *51,000 fewer hot boxes* than this year! Think of the savings, had this record been maintained!

There's an even more basic savings to consider. As an example:

2,000,000	Freight cars packed with substitutes such as pads, etc., not yet proved *in service*, @ an average price of about $40.00 per car set	**$ 80,000,000.**
2,000,000	Freight cars packed with approved A.A.R. Journal Box Packing @ approximately $4.90 per car set	**$ 9,800,000.**
	Savings	**$ 70,200,000.**

It all adds up to real economy when you stick to tried-and-true measures. In short, there is no economical replacement for A.A.R. Approved Journal Box Packing.

INSTITUTE OF THREAD MACHINERS, INC.

141 East 44th Street, New York 17, New York

Atlas Processing Corp., New York, N. Y.
Meyer Burstein & Sons, Neenah, Wisconsin
Dallas Waste Mills, Dallas, Texas
The J. Milton Hagy Waste Works, Philadelphia, Pa.
John J. McGrath, Inc., Philadelphia, Pa.
National Waste Company, New York, N. Y.
O'Neill Brothers, Inc., Philadelphia, Pa.
The Pittsburgh Waste Co., Inc., Swissvale, Pa.
Riverside Mills, Augusta, Ga.
Royal Manufacturing Company, Perth Amboy, N. J.
Southland Manufacturing Co., Inc., Norfolk, Va.
Twin City Textile Mills Waste Co., St. Paul, Minn.

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

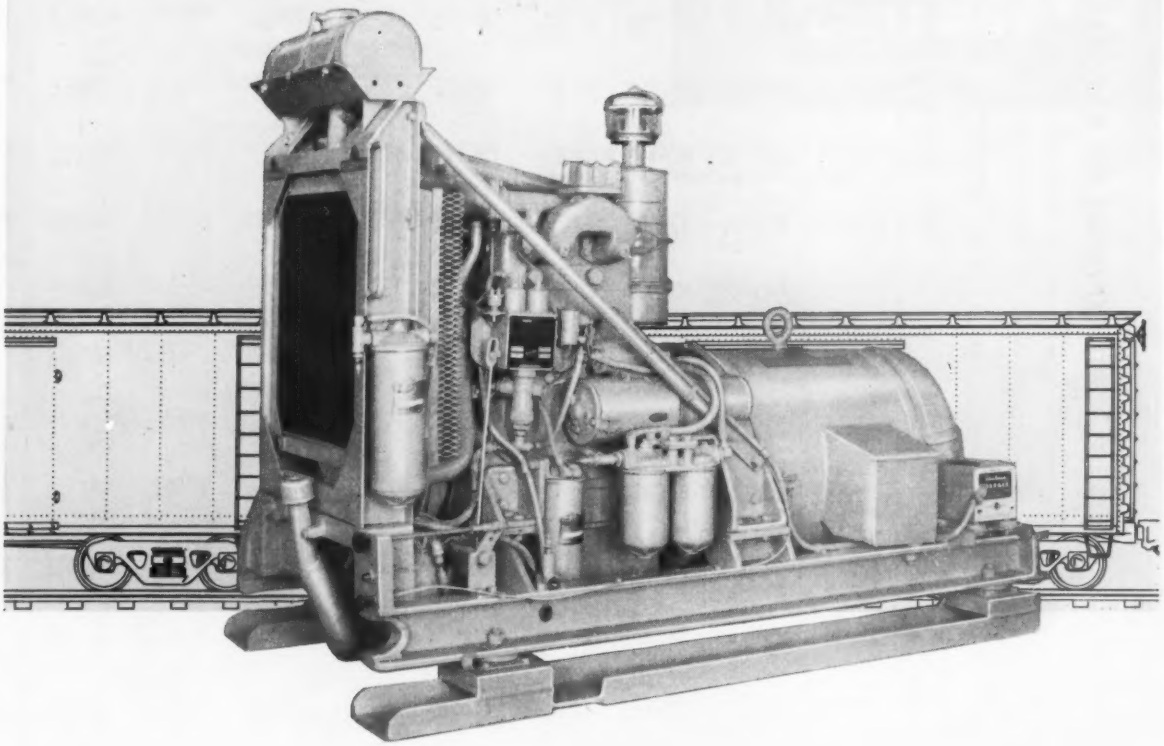
MONTH OF JANUARY OF CALENDAR YEAR 1958

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1958	Total (inc. misc.) 1957	Operating Expenses: Maint. Way and Structures: Total 1958	Total 1957	Deprec. and Retirements	Total	Maint. Equipment: Total 1957	Deprec. and Retirements	Traffic	Transportation	Total 1958	Total 1957	Operating ratio 1958	Operating ratio 1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	Net Railway operating income 1957
Akron Canton & Youngstown	Jan.	171	$402	....	$410	$503	$59	$78	$6	$64	$66	$15	$47	$151	$371	$396	90.4	78.7	$39	$20	$—8	$24
Alabama, Tennessee & Northern																						
Atcheson, Topeka & Santa Fe	Jan.	13,150	38,753	2,875	45,746	49,395	6,558	6,491	696	10,796	10,357	2,277	1,358	17,896	39,013	37,667	85.3	76.3	6,733	4,323	2,030	4,812
Atlanta & St. Andrews Bay	Jan.	81	359	....	361	383	40	39	3	32	28	7	7	72	172	167	47.6	43.6	189	88	70	80
Atlanta & West Point	Jan.	93	243	26	317	336	35	45	9	55	64	14	17	150	279	311	87.9	92.7	38	19	—3	—10
Western of Alabama	Jan.	133	316	24	370	354	44	53	8	65	68	19	20	149	299	312	80.8	88.1	71	42	34	26
Atlantic Coast Line	Jan.	5,292	10,605	1,721	13,326	14,597	1,917	2,228	160	2,468	2,902	686	487	5,494	11,210	12,200	84.1	83.6	2,117	1,075	354	620
Charleston & Western Carolina	Jan.	343	581	....	594	641	119	140	9	85	108	29	22	180	422	475	71.0	74.2	172	100	64	77
Baltimore & Ohio	Jan.	5,946	29,683	1,325	32,967	38,338	3,715	3,985	518	6,458	8,152	1,109	934	14,458	27,393	31,664	83.1	82.6	5,574	2,167	1,942	2,835
Staten Island Rapid Transit	Jan.	29	229	66	304	286	49	55	11	42	42	2	2	163	291	289	95.6	101.0	13	46	—63	—77
Bangor & Aroostook	Jan.	602	1,566	27	1,632	1,858	371	411	25	296	270	114	33	423	1,211	1,328	74.2	71.5	421	155	262	302
Bessemer & Lake Erie	Jan.	208	761	....	777	1,182	219	198	33	742	623	143	38	397	1,535	1,375	197.7	116.3	—759	79	—628	163
Boston & Maine	Jan.	1,571	5,017	822	6,621	7,309	1,113	842	146	904	1,089	296	153	3,354	5,951	6,253	89.9	85.5	670	559	—413	—82
Canadian Pacific Lines in Maine	Jan.	234	780	71	874	718	126	98	21	148	141	17	10	248	545	511	62.4	71.1	329	38	175	105
Carolina & Northwestern	Jan.	284	267	....	274	285	44	57	7	18	21	9	5	85	170	171	62.0	60.0	104	20	39	42
Central of Georgia	Jan.	1,763	3,198	135	3,572	3,590	588	586	48	687	662	197	171	1,512	3,119	3,147	87.3	87.7	453	248	214	172
Central of New Jersey	Jan.	612	3,685	515	4,519	5,143	589	612	172	808	902	177	79	2,305	4,028	4,229	89.1	82.2	491	461	—157	715
Central Vermont	Jan.	383	717	49	837	979	126	155	18	110	106	10	17	396	691	755	82.5	77.1	146	50	—55	46
Chesapeake & Ohio	Jan.	5,132	27,742	495	29,740	31,545	3,720	3,996	451	5,559	5,938	1,869	937	11,607	23,592	23,741	79.3	75.3	6,147	2,685	3,745	4,800
Chicago & Eastern Illinois	Jan.	862	2,562	193	2,988	3,239	324	375	29	429	532	151	143	1,276	2,368	2,576	79.3	79.5	619	201	222	251
Chicago & Illinois Midland	Jan.	121	598	....	617	598	38	30	7	111	103	24	32	153	382	362	62.0	60.6	234	123	103	114
Chicago & North Western	Jan.	9,332	13,933	1,557	17,110	17,888	2,183	2,601	347	3,088	3,111	981	503	8,037	14,984	15,927	87.6	89.0	2,125	1,243	6	—131
Chicago, Burlington & Quincy	Jan.	8,758	17,276	1,534	20,749	20,769	2,460	2,454	379	4,040	3,934	984	647	8,462	16,670	16,566	80.3	79.8	4,078	1,949	1,483	1,776
Chicago Great Western	Jan.	1,469	2,656	10	2,832	2,910	425	425	47	487	450	133	136	913	1,958	2,012	69.1	69.1	874	330	310	339
Chic., Milw., St. Paul & Pacific	Jan.	10,590	16,490	1,079	19,351	19,803	2,940	2,961	428	3,974	4,280	889	544	8,347	17,059	17,644	88.2	89.1	2,292	1,568	—72	72
Chicago, Rock Island & Pacific	Jan.	7,631	13,874	1,354	16,645	16,469	1,942	1,880	242	3,070	2,841	622	571	6,923	13,494	12,967	81.1	78.7	3,151	1,264	565	1,348
Clinchfield	Jan.	293	1,874	....	1,885	2,000	301	269	20	409	442	99	63	456	1,297	1,315	68.8	65.7	588	207	595	674
Colorado & Southern	Jan.	716	970	56	1,154	1,268	158	151	15	229	207	65	35	491	986	1,003	85.4	79.1	169	128	86	95
Ft. Worth & Denver	Jan.	1,362	1,534	100	1,834	1,824	269	293	33	295	225	44	76	834	1,606	1,451	87.6	79.6	227	49	—13	65
Colorado & Wyoming	Jan.	39	122	....	216	394	22	25	2	35	38	12	1	91	166	234	76.6	59.3	51	35	9	67
Delaware & Hudson	Jan.	764	3,807	158	4,092	4,774	465	581	66	679	818	182	108	1,590	3,139	3,483	76.7	73.0	953	588	403	593
Delaware, Lackawanna & Western	Jan.	927	5,022	821	6,500	7,495	748	831	140	1,076	1,117	356	187	3,649	6,045	6,431	93.0	85.8	455	673	—455	422
Denver & Rio Grande Western	Jan.	2,155	5,369	199	5,759	6,536	480	607	88	926	1,054	312	243	2,946	4,000	4,322	69.5	66.1	1,759	913	879	1,189
Detroit & Toledo Shore Line	Jan.	50	636	....	692	819	71	88	3	87	80	24	20	243	440	462	63.6	56.4	252	94	52	83
Detroit, Toledo & Ironton	Jan.	464	1,562	....	1,627	1,990	274	291	28	378	456	132	58	498	1,312	1,411	80.6	70.9	315	102	216	290
Duluth, Missabe & Iron Range	Jan.	565	169	....	228	401	474	418	94	726	894	160	14	669	2,097	2,254	918.6	561.7	—1,869	123	—1,871	—1,929
Duluth, South Shore & Atlantic	Jan.	544	438	3	466	565	93	114	10	112	158	26	34	231	497	573	106.7	101.5	—31	34	—63	—69
Duluth, Winnipeg & Pacific	Jan.	175	565	1	573	736	72	60	5	61	79	1	7	189	338	381	59.1	51.8	235	44	95	197
Elgin, Joliet & Eastern	Jan.	236	2,811	....	3,636	4,958	284	304	26	1,065	738	128	43	1,447	3,148	3,218	86.6	64.9	488	315	54	406
Erie	Jan.	2,207	11,038	604	12,491	14,588	1,367	1,491	215	2,048	2,438	561	399	6,351	10,960	11,992	87.7	82.2	1,532	1,103	—451	805
Florida East Coast	Jan.	571	2,616	565	3,432	3,975	443	564	45	595	687	115	92	1,515	2,632	3,013	76.7	75.8	800	222	301	387
Georgia Railroad	Jan.	321	585	16	676	709	89	128	8	111	141	34	41	305	586	656	86.6	92.6	91	37	76	58
Georgia & Florida	Jan.	332	264	....	270	291	75	68	3	36	36	8	22	81	232	233	86.0	80.1	38	17	2	20
Grand Trunk Western	Jan.	951	4,025	218	4,610	5,146	646	656	57	862	1,006	91	84	2,561	4,386	4,647	95.1	90.3	224	370	—786	—399
Great Northern	Jan.	8,274	15,598	740	17,458	19,976	2,632	3,110	325	4,157	4,012	831	551	7,392	15,759	16,292	90.3	81.6	1,699	1,761	—411	1,214
Green Bay & Western	Jan.	224	401	....	412	388	55	50	4	55	60	9	25	55	126	285	274	69.2	70.7	127	58	34	28
Gulf, Mobile & Ohio	Jan.	2,757	5,994	339	6,786	6,930	977	1,155	94	1,530	1,425	299	305	2,508	5,724	5,792	84.4	83.6	1,062	489	194	376
Illinois Central	Jan.	6,497	18,116	1,798	21,990	24,312	3,130	3,822	404	4,350	4,707	913	659	9,110	18,424	19,849	83.8	81.6	3,565	1,954	1,130	1,360
Illinois Terminal	Jan.	339	756	24	905	1,060	104	137	12	148	184	31	53	372	738	839	81.5	79.1	167	59	50	75
Kansas City Southern	Jan.	891	3,552	73	3,973	4,063	328	315	45	487	475	106	111	1,224	2,283	2,263	57.5	55.7	1,690	773	723	695
Kansas, Oklahoma & Gulf	Jan.	327	464	....	466	419	67	63	7	23	25	12	31	93	240	265	51.5	63.3	226	95	79	43
Lake Superior & Ishpeming	Jan.	160	82	....	94	78	58	48	11	94	90	22	2	65	242	217	257.7	279.3	—148	43	—183	—164
Lehigh & Hudson River	Jan.	96	285	....	285	272	36	34	2	44	35	8	19	112	228	211	80.2	77.4	56	15	—2	1
Lehigh & New England	Jan.	178	457	....	464	493	46	101	6	133	194	52	24	202	451	578	97.2	117.3	13	29	50	32
Lehigh Valley	Jan.	1,130	4,275	251	4,795	5,759	678	746	94	737	1,187	161	151	2,583	4,410	5,238	92.0	91.0	385	451	—359	—143
Litchfield & Madison	Jan.	(now included in Chicago & North Western)																				
Long Island	Jan.	350	971	4,222	5,392	5,164	842	805	95	1,153	1,113	168	31	2,921	5,149	4,960	95.5	96.1	244	361	—318	—399
Louisiana & Arkansas	Jan.	746	2,004	45	2,145	2,404	202	215	40	293	298	98	81	678	1,335	1,389	62.3	57.8	810	374	310	425

Continued ▼

COMPACT DEPENDABLE POWER

FAIRBANKS-MORSE Model 45 DIESEL for Mechanical Refrigerator Cars



. . . Top fuel economy and combustion efficiency over broad range of load conditions.

. . . Rugged design specifically meets severest impact conditions of railroad service.

. . . Extra-large capacity of lubricating oil and cooling water extends range, adds extra margin of safety.

. . . Engine and generator capacity generously meet power requirements of 40-foot or 50-foot cars.

. . . Push-button starting under the most severe cold weather conditions.

FAIRBANKS-MORSE
a name worth remembering when you want the BEST

DIESEL LOCOMOTIVES AND ENGINES • MOTOR CARS AND RAILROAD EQUIPMENT • ELECTRIC MOTORS • GENERATORS • PUMPS • SCALES • WATER SERVICE EQUIPMENT • HAND LAMPS

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF JANUARY OF CALENDAR YEAR 1958

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1958	Total (inc. misc.) 1957	Operating Expenses: Maint. Way and Structures: Total 1958	Total 1957	Deprec. and Retirements	Maint. Equipment: Total 1958	Total 1957	Deprec. and Retirements	Traffic	Transportation	Total 1958	Total 1957	Operating ratio 1958	Operating ratio 1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	Net Railway operating income 1957
Louisville & Nashville	Jan.	5,697	17,114	704	19,203	20,700	3,127	3,075	285	4,530	4,313	1,050	504	8,350	17,521	16,831	91.2	81.3	1,682	1,666	968	2,399
Maine Central	Jan.	944	2,066	62	2,252	2,510	386	461	27	402	425	84	23	921	1,854	1,966	82.3	78.3	398	196	131	178
Minneapolis & St. Louis	Jan.	1,391	1,743	1	1,820	1,717	251	252	29	303	284	90	125	670	1,485	1,425	81.6	83.0	335	211	110	88
Minn., Northfield & Southern	Jan.	77	352	....	370	357	18	21	2	37	35	13	28	88	206	201	55.7	56.2	164	93	65	71
Minn., St. Paul & S. S. Marie	Jan.	3,222	3,197	35	3,394	2,990	551	615	35	817	691	138	121	1,478	3,178	2,973	93.7	99.4	215	215	—39	—321
Missouri-Illinois	Jan.	172	419	....	421	364	52	58	4	86	95	37	12	115	277	290	65.8	79.7	144	99	90	45
Missouri-Kansas-Texas Lines	Jan.	3,071	4,435	107	5,025	5,928	601	992	95	960	1,055	261	216	1,895	3,938	5,200	78.4	87.7	1,087	368	290	—184
Missouri Pacific	Jan.	9,585	20,518	844	23,455	25,189	3,006	3,394	280	4,367	4,670	1,044	708	9,358	18,463	19,574	78.7	77.7	4,992	1,519	2,535	2,932
Monon	Jan.	541	1,535	63	1,722	1,803	216	277	23	312	300	78	104	708	1,448	1,578	84.0	87.5	275	117	57	—5
Monongahela	Jan.	177	393	....	397	518	70	80	14	62	82	11	1	174	321	362	80.9	69.9	76	27	—75	—31
New York Central	Jan.	10,621	40,574	7,117	54,229	62,620	6,391	6,440	1,193	10,553	11,738	2,491	1,137	27,419	48,597	53,137	89.6	84.9	5,632	5,753	—1,957	1,810
Pittsburgh & Lake Erie	Jan.	221	2,203	55	2,382	3,773	414	555	43	1,049	1,031	290	87	1,185	2,990	3,321	125.5	88.0	—608	211	65	807
New York, Chicago & St. Louis	Jan.	2,179	11,330	161	11,849	14,311	1,532	1,455	205	2,132	2,488	428	367	4,749	9,289	10,402	78.4	72.7	2,560	1,187	939	1,513
New York, New Haven & Hartford	Jan.	1,762	6,328	4,399	12,279	13,304	1,519	1,645	270	2,954	2,172	501	229	6,367	11,177	11,496	91.0	86.4	1,101	669	—987	—540
New York Connecting	Jan.	21	303	....	324	358	92	70	25	15	15	....	....	81	191	176	59.1	49.2	133	88	51	91
New York, Susque. & Western	Jan.	120	330	38	373	461	39	50	6	59	64	12	6	197	330	376	88.5	81.6	43	32	—31	—1
Norfolk and Western	Jan.	2,131	16,493	237	17,671	19,889	2,567	2,970	321	4,121	4,461	1,007	350	5,894	13,830	15,007	78.3	75.5	3,840	2,286	2,271	2,746
Norfolk Southern	Jan.	604	653	....	671	900	192	180	16	128	152	33	50	243	666	742	99.3	82.5	5	49	—68	55
Northern Pacific	Jan.	6,829	12,201	442	13,589	14,327	1,724	1,751	279	3,177	2,873	708	381	5,840	12,109	12,492	89.1	87.2	1,480	1,779	366	464
Northwestern Pacific	Jan.	329	820	1	830	867	224	258	22	94	95	3	7	316	668	674	80.5	77.7	162	62	—26	—22
*Pacific Electric																						
Pennsylvania	Jan.	9,937	52,329	10,003	69,437	82,174	7,095	9,109	1,433	13,814	17,090	3,023	1,275	34,920	61,204	70,331	88.1	85.6	8,233	5,064	—360	2,766
Penn.-Reading Seashore Lines	Jan.	358	512	74	610	730	179	200	17	116	133	27	10	491	843	908	138.1	124.5	—232	67	—454	—433
Piedmont & Northern	Jan.	126	468	....	478	485	45	42	5	32	31	9	31	89	234	227	48.9	46.9	244	119	74	79
Pittsburgh & West Virginia	Jan.	132	848	....	854	835	127	120	24	157	142	46	79	235	658	606	77.0	72.6	196	85	115	135
Reading	Jan.	1,303	8,795	601	10,061	12,251	1,351	1,555	199	1,875	2,424	496	186	4,450	8,355	9,846	83.0	80.4	1,705	657	822	1,023
Richmond, Fred. & Potomac	Jan.	118	1,279	501	2,059	2,394	216	236	25	338	353	67	37	800	1,565	1,590	76.0	66.4	494	281	116	265
Rutland	Jan.	391	337	....	365	446	84	85	9	54	63	18	31	172	368	384	100.9	85.9	—3	29	—39	21
Sacramento Northern	Jan.	328	138	....	143	169	51	70	3	14	15	6	3	43	128	178	89.4	105.4	15	19	—5	—40
St. Louis-San Francisco	Jan.	4,593	8,071	278	9,010	9,960	1,132	1,477	197	1,702	1,739	611	375	4,071	7,886	8,470	87.5	85.0	1,123	462	536	610
St. Louis-San Francisco & Texas	Jan.	143	292	2	316	416	47	41	4	29	28	1	27	162	277	278	87.6	66.8	39	18	—29	39
St. Louis Southwestern Lines	Jan.	1,560	4,854	9	4,965	5,641	701	740	68	710	748	182	199	1,689	3,504	3,618	70.6	64.1	1,460	628	642	783
Savannah & Atlanta	Jan.	144	289	....	298	312	55	54	2	56	46	19	16	106	246	224	82.4	72.0	53	19	38	62
Seaboard Air Line	Jan.	4,060	11,502	1,180	13,653	14,650	1,875	2,088	207	2,625	2,567	674	458	4,871	10,541	10,728	77.2	73.2	3,112	1,195	1,652	1,988
Southern Railway	Jan.	6,273	20,357	1,200	23,101	23,684	2,932	2,922	286	3,572	4,194	945	483	7,294	15,563	16,295	67.4	68.8	7,538	3,410	3,588	3,553
Alabama Great Southern	Jan.	328	1,112	46	1,282	1,576	248	306	34	322	308	80	39	499	1,217	1,255	94.9	79.6	65	93	—6	180
Cinn., New Orleans & Tex. Pac.	Jan.	337	2,944	120	3,251	3,198	555	567	66	619	662	196	81	888	2,342	2,416	72.0	75.6	989	359	598	495
Georgia Southern & Florida	Jan.	397	689	56	813	931	149	197	10	78	80	11	23	272	588	658	72.3	70.7	225	38	—5	44
New Orleans & Northeastern	Jan.	203	733	33	831	1,044	167	157	22	143	164	51	25	247	659	687	79.3	65.8	172	102	56	137
Southern Pacific	Jan.	8,094	35,854	2,178	40,100	41,016	5,083	5,185	400	8,725	8,843	2,407	847	16,220	33,124	34,139	82.6	83.2	6,976	3,263	3,439	3,111
Texas & New Orleans	Jan.	4,283	10,480	290	11,390	11,834	1,961	2,053	143	1,586	1,534	184	270	4,329	8,742	8,811	76.8	74.5	2,648	1,100	331	657
Spokane International	Jan.	150	279	....	287	217	55	53	3	36	27	10	6	78	190	163	66.3	75.0	97	40	32	15
Spokane, Portland & Seattle	Jan.	945	2,363	86	2,618	2,557	427	379	52	617	488	128	38	975	2,186	2,022	83.5	79.1	431	246	172	100
Tennessee Central	Jan.	286	329	....	340	451	57	80	5	52	66	22	19	122	282	332	83.0	73.6	58	24	—15	40
Texas & Pacific	Jan.	1,831	5,684	260	6,501	6,988	823	1,047	95	1,128	1,133	267	220	2,556	5,108	5,336	78.6	76.4	1,393	546	332	474
Texas Mexican	Jan.	161	329	....	354	268	56	56	6	39	32	13	13	82	211	200	59.4	74.6	144	68	43	10
Toledo, Peoria & Western	Jan.	239	570	....	583	630	74	70	6	80	83	12	50	155	370	373	63.4	59.2	214	95	59	84
Union Pacific	Jan.	9,753	33,524	1,868	38,006	40,900	4,507	4,663	712	7,507	8,550	1,856	1,342	13,474	29,109	31,522	76.6	77.1	8,898	5,534	2,076	2,145
Virginian	Jan.	608	4,468	....	4,677	5,278	581	566	60	745	701	279	60	964	2,492	2,439	53.3	46.2	2,185	1,111	1,186	1,536
Wabash	Jan.	2,392	8,100	415	9,295	10,104	1,017	1,081	171	1,473	1,524	443	367	4,338	7,666	7,912	82.5	78.3	1,629	608	348	728
Ann Arbor	Jan.	294	727	....	731	751	69	80	7	157	161	41	33	364	649	660	88.8	87.8	82	57	18	14
Western Maryland	Jan.	845	3,927	1	4,147	4,662	570	627	48	822	815	268	125	1,350	3,138	3,327	75.7	71.4	1,008	480	713	971
Western Pacific	Jan.	1,192	3,742	139	3,970	4,201	596	650	76	654	624	214	249	1,549	3,349	3,332	84.4	79.3	621	299	318	438
Wisconsin Central	Jan.	1,031	2,481	28	2,646	2,581	349	380	42	539	453	102	108	1,180	2,330	2,279	88.1	88.3	316	186	1	—91
*Alabama, Tennessee & Northern	Jan.	214	297	....	302	366	50	49	7	22	10	6	4	85	164	149	54.5	40.7	137	32	38	68
*Pacific Electric	Jan.	363	947	....	1,056	....	192	....	25	70	....	3	18	524	927	....	87.8	....	129	109	—92	....

(these 2 roads became Class I roads Jan. 1, 1958).

Another Advance . . .

new Holland **Ride Stabilizer RS-2**

upgrades existing freight car trucks to HIGH SPEED SERVICE **AT A SAVING OF OVER 80% of NEW TRUCK COSTS**

New

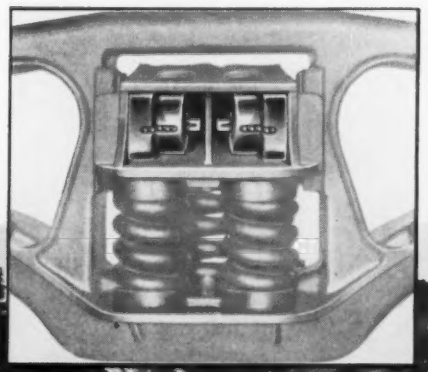
- Center Retention Means for simplified assembling and dismantling
- Larger control spring for full face pressure—longer life

An Eastern Railroad is now upgrading 2800 of their old trucks with new Holland RS-2 units for service under 1400 rebuilt freight car bodies. Enjoy the benefits of **reduced damage claims, longer equipment life** and **longer service from roadbeds.** Takes the jolt and jar out of that old freight car . . . Stabilizes the ride laterally, vertically and longitudinally just like the new modern trucks . . . The Holland Style RS-2 can be applied to all freight car truck bolsters of A. A. R. approved design.

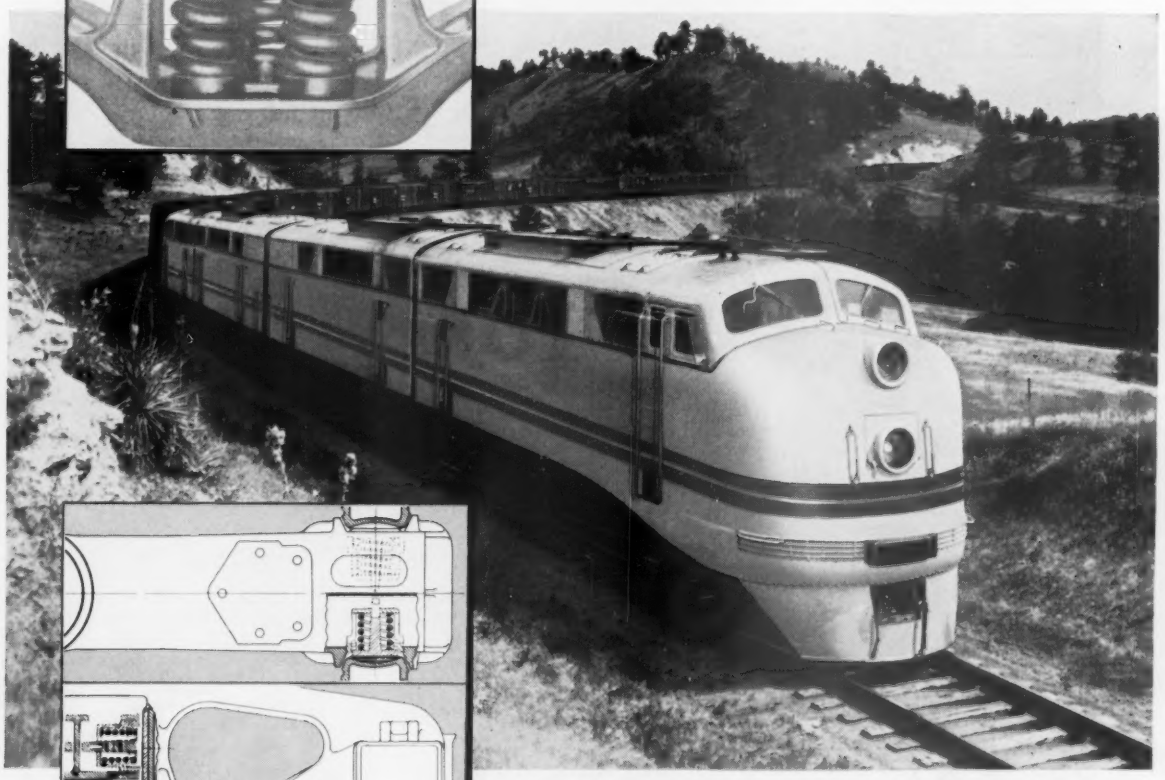
Write for our new Tell-All Bulletin RS-2 and for complete information . . . Ask about our on-the-job engineering service.

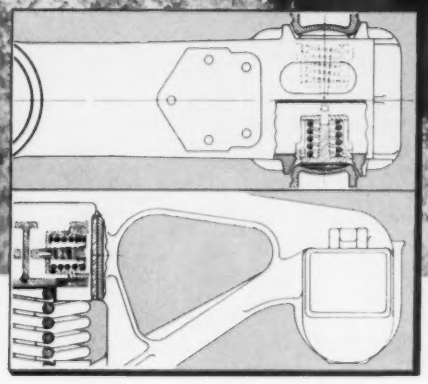
HOLLAND COMPANY

332 S. MICHIGAN AVE. • CHICAGO 4, ILLINOIS



The Holland Ride Stabilizer actually becomes an integral part of the bolster and ride control not just a temporary measure . . . Installation is simplified and direct Engineering assistance from Holland is available.

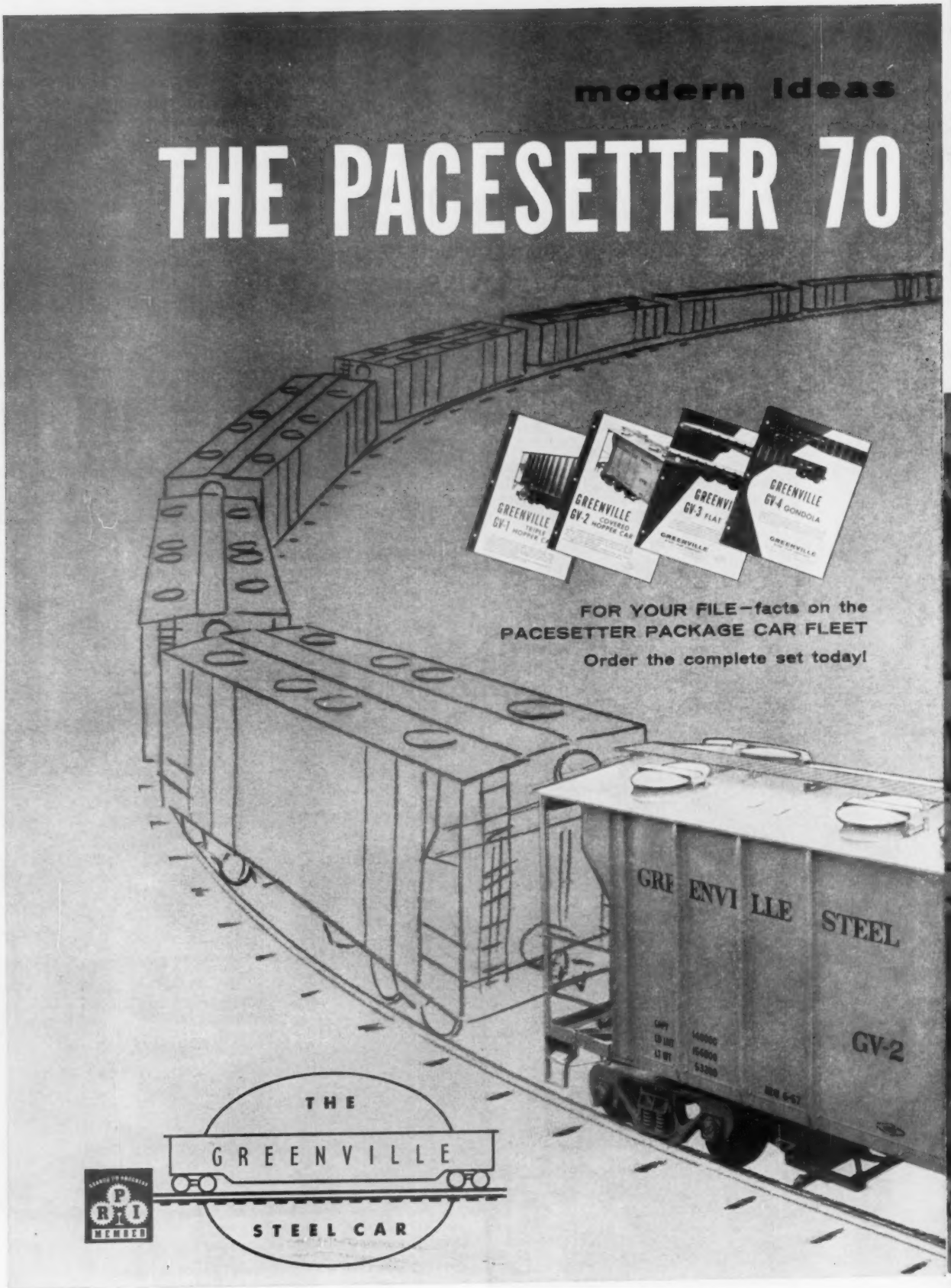




Cutaway top view shows new large control spring

Cutaway side view shows new Center Retention Means

296


modern ideas
THE PACESETTER 70
GREENVILLE GV-1 TRIPLE HOPPER CAR
GREENVILLE GV-2 COVERED HOPPER CAR
GREENVILLE GV-3 FLAT
GREENVILLE GV-4 GONDOLA
FOR YOUR FILE—facts on the
PACESETTER PACKAGE CAR FLEET
Order the complete set today!
GREENVILLE STEEL
GV-2
THE
GREENVILLE
STEEL CAR
RPI MEMBER

sparked this ALL NEW package car

-TON COVERED HOPPER

• **Here's the big, new name in package cars**— the Pacesetter 70-ton covered hopper. It is building profits wherever it's in service. It unloads fast, resists corrosion, is water-tight and can be delivered in less time at lower initial cost.

Greenville's line of Pacesetter package cars is built with new prefabrication techniques; high-speed, automatic welding and advanced assembly line methods. These building methods are combined in the 70-ton covered hopper to cut delivery time and costs. The Pacesetters are out front. Get the facts from Greenville now!

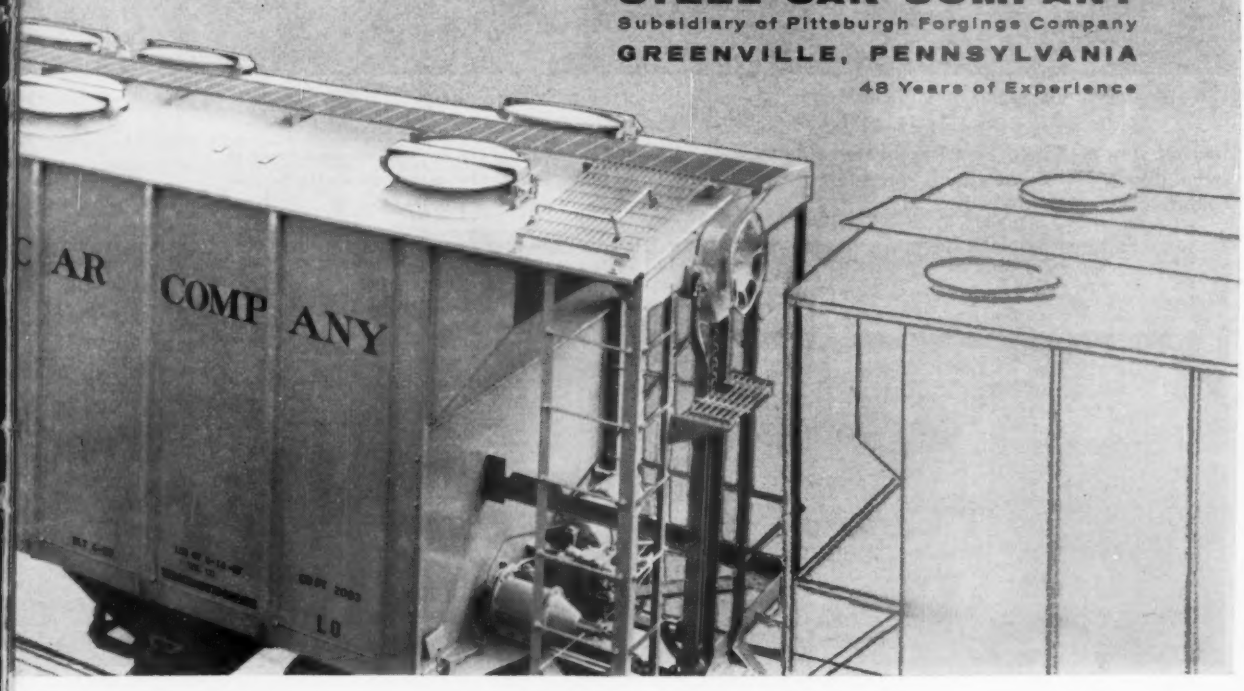
GREENVILLE

STEEL CAR COMPANY

Subsidiary of Pittsburgh Forgings Company

GREENVILLE, PENNSYLVANIA

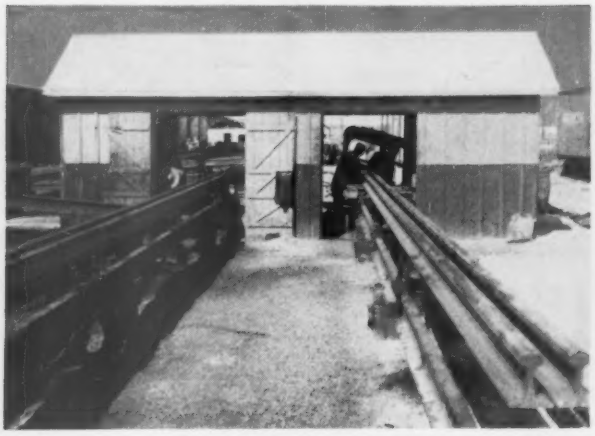
48 Years of Experience



LINDE . . . . . .

From fast weld making to rail laying RIBBONRAIL Service is a swift, efficient operation . . . reducing installation and maintenance costs.

General view of Wabash's dual rail welding setup. Here a double line of rails enters rail-end preparation shed. ▼



Here, rail ends are cut and cleaned prior to welding. Single saw speeds operation by preparing 4 ends simultaneously. ▼

. . your partner in Railroad Progress

HOW WABASH SAVES WITH "RIBBONRAIL" SERVICE

Progressive railroads throughout the nation are reducing track and rolling stock maintenance with LINDE'S RIBBONRAIL Service. The Wabash, for example, started its RIBBONRAIL program in 1948 with a 2-mile test section of 115 lb. continuous welded rail. Maintenance records on this test section proved emphatically the economy of continuous welded rail.

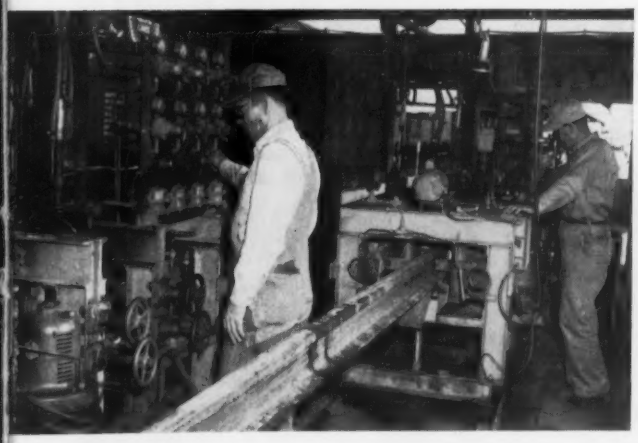
DUAL WELDING SETUP SLASHES COSTS! Today, the Wabash gets even greater efficiency from its RIBBONRAIL program by operating a *dual* welding unit at the Moberly, Missouri rail welding site. The unit consists of a saw for rail end preparation, twin welding and normalizing machines, and grinding equipment. In 1957, it produced 5,860 welds at an average speed of 3.9 minutes per completed weld . . . and reached peak rates as high as one weld every 3 minutes!

The Wabash states that the increased speed and efficiency of the dual setup cut total cost per weld *to as low as $5.47!* This covers costs for all materials and labor—from storage pile to flat car. Material costs alone for bolted joints would have been *double.*

The history of LINDE'S RIBBONRAIL Service is one of greater operating efficiency and lower weld cost. That is why it's the trend in modern railroading . . . and why more and more railroads look to LINDE, leader in continuous rail welding.

Plan your RIBBONRAIL Service Program now. Call your nearby LINDE representative today or write: Railroad Department, LINDE COMPANY, Division of Union Carbide Corporation, 30 East 42nd Street, New York 17, N. Y. Offices in principal cities. *In Canada:* Linde Company, Division of Union Carbide Canada Limited.

Close-up of twin welding machines where rails are oxy-acetylene pressure-welded at 2550 deg. F. Normalizing, grinding, and weld testing complete the operation. ▼



RAILROAD DEPARTMENT

Linde
TRADE-MARK

UNION CARBIDE

"Linde" and "Union Carbide" are registered trade-marks and "Ribbonrail" is a service mark of Union Carbide Corporation.

CRAWLER-MOUNTED welders travel along the ends of the ties while keeping up with the welding work. Each has 75 ft of cable.

SAL Cuts Rail-End Repair Costs

A new approach to making rail-end repairs is saving the Seaboard Air Line about $30,000 a year. Four years of experience with the new practice have convinced the road that it is practicable as well as economical.

The method was developed in 1953. The road's welding superintendent, J. C. Blackburn, had seen his welders use alloy electrodes for building up frogs and switches by the electric-arc process and wondered why he couldn't use an alloy rod to build up rail ends without having to preheat and postheat the rails. After some experimentation, he finally obtained a satisfactory welding rod.

Low Carbon the Answer

The electrode is a hardfacing rod called "Forgalloy C", made by The McKay Company of Pittsburgh. Up until two years ago, the road used the Forgalloy M rod, which had a carbon content of about 1.0%. However, it was noted that the weld metal, in picking up carbon from the parent rail steel, became too brittle, resulting in some spalling. Since the Forgalloy C rod, with its lower carbon content, has been used there has been no trouble from embrittlement. A higher carbon content, it's reported, would necessitate preheating and postheating by the crews.

The Seaboard builds up the ends of all relay rail soon after it has been laid and surfaced. It also regularly builds up many miles of its light rail in the track. In the latter case, the track is spot tamped before welding. Reformed angle bars are applied in advance of the welding work by a 15-man gang. This force, made up from the sections, works only as needed to keep ahead of the welding work. It applies the bars at the rate of about 250 joints a day, and also does spot tamping.

The welding gang is a 10-man crew comprised of two welders, two welder helpers, 5 grinding-machine operators and a cook. It is supervised by a foreman and an assistant foreman. This compares with 21 men formerly employed for the same work.

The present welding gang has two 300-amp arc welders. In addition, the outfit is equipped with two Railway Track-work P-45 surface grinders and a P-11-S cross grinder.

The rail ends are being built up at an average rate of 216 joints per day. This includes the insulated joints encountered as well as run-of-the-mill short welds and those 12 inches and longer. Last year the road built up 51,475 joints on 190 track-miles at a cost of $1.20 per joint. In 1953, before the present welding method was adopted, 65,820 joints were welded at an average cost of $1.65 per joint.

To maintain production, the gang is not stopped for doing any other welding work. Only the rail ends are built up, each welder depositing from 30 to 37.5 pounds of metal each day. Rails with split ends are not built up but are replaced ahead of the welding work. The gang uses a portable phone to check traffic with the dispatcher.

The occasional horizontal splits and chipped ends found at the ends of the rails, however, are repaired. This is done by using a cleaver to knock out the separated portion and by reversing the polarity of the arc welder to remove enough metal to eliminate all cracks. The area is then rebuilt in the usual manner.

The Seaboard is well satisfied both the with performance of the gang and with the welds themselves. Many specimens of the built-up ends have been sawed off and etched for observing the grain structure. No sign of crystallization of the parent metal has been found.

By using the present method, the road estimates that it is saving about $30,000 a year. Although the special electrode costs more than most rods, a big saving is made in labor. In addition, there is no interruption to train movements as trains are allowed to run over the work at any time. Nor is there any rail droop from allowing traffic to pass. No trouble has been experienced with the Cadweld rail-head bonds as the welding heat does not soak into the rail that far.

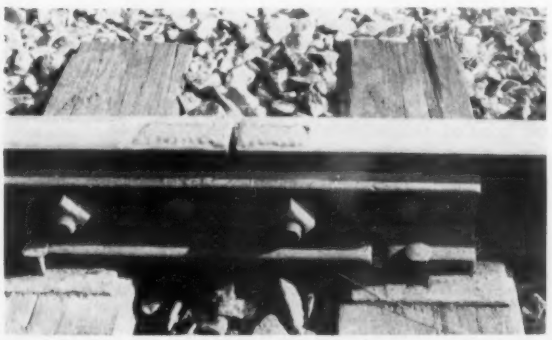
The present method of building up rail ends has been used long enough to prove to the Seaboard that the welds are sound and stand up under traffic. The road reports there have been practically no weld failures. Recent inspections of the 1954 work show that the welds have more years of service life in them. The road confidently expects that the arc welds will last seven to eight years before rebuilding or slotting again becomes necessary.

The Forgalloy C Rod

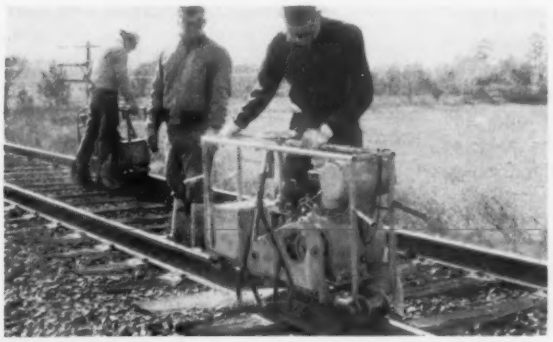
- Tensile strength, 116,000 psi; yield strength, 91,000 psi; elongation, 14% in 2 inches.
- Hardness rating, 25-30 Rockwell C, as deposited; 50-60 Rockwell C after traffic impact.
- Analysis—42% carbon, 19.5% chrome, 1.40% molybdenum, 4.10% manganese, and 10% nickel.

1 Extent of weld work area is determined and keel-marked in advance of gang.

2 Welder applies weld metal from a low-carbon Forgalloy C rod.

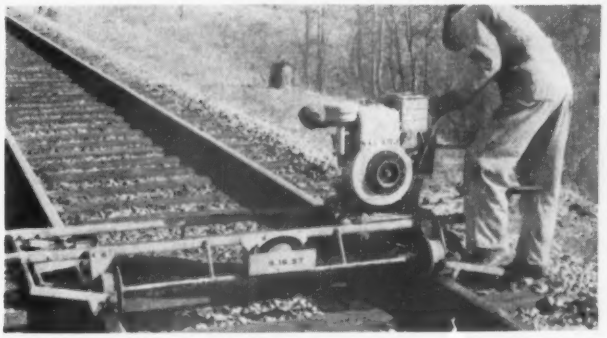


3 Weld metal is applied in wide beads, working away from rail end.

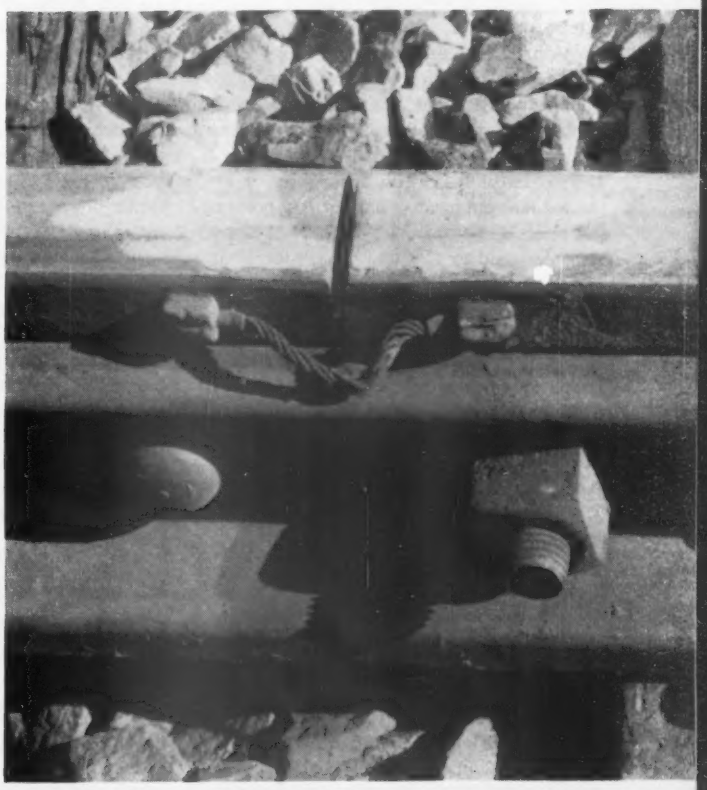


4 Surface grinders are manned by two operators each. They take turns for smooth operation.

5 Surface plane and head contour are checked by grinding-machine operators.



6 Cross grinder puts a chamfer on rail ends. This machine works both rails.



7 Restored to surface, this joint should last about seven years before rebuilding.

EASY TO EMPTY . . .

Wood Chip Cars Fill the Bill

New wood chip cars, the first specifically designed for this commodity, have gone into service on the Northwestern Pacific. Over three hundred of a 500-car order being built for the Southern Pacific, NWP's parent company, by General American Transportation Corporation, have been delivered. The majority of these are in service on the SP lines, hauling chips from lumber and plywood mills to hardboard and paper plants.

These steel cars, with a capacity of almost 4,600 cubic feet, have a flat bottom and resemble box cars without a roof. They were designed by C. C. Leriche, supervisor of car loading and construction for the SP, after a thorough study of the transportation problems of this product. Unlike closed cars carrying wood chips for insulation purposes which require the contents to be protected from moisture and dirt, these open top cars permit rapid loading and contamination is not a factor (Railway Age, July 22, 1957, p. 29).

Ample Traffic Volume

The market for chips developed in the 40's when paper mills and hardboard plants became established on the west coast. Standard drop-bottom gondolas were first used to transport them, but proved inadequate. During this period, the lumber mills installed chippers to meet increased demand for chips. In 1950, starting with an initial order of 50, the SP converted 50-foot automobile and box cars for this service. The roofs were removed, sides strengthened and doors placed in bottom for unloading. Later, some composite and steel side gondolas were equipped with a 4-foot wooden extension of the sides and ends. A total of 556 cars was converted. Most of these cars had two main faults—insufficient capacity and unloading difficulties.

The rate for chips is based on a unit of 200 cubic feet, equivalent to one cord of wood. The converted automobile and box cars carried 18 units, the gondolas less. Under present methods of loading, the new cars carry 24.3 units, since the chips will settle about 14 inches from top in moving to destination.

The present car is designed 3 inches wider at bottom than at top, a feature permitting rapid dumping into receiving bunkers. It also prevents chips from sticking to the car. The drop doors, hinged at the centerline of the car, are operated by ratchets, similar to those used in conventional gondolas. There are eight doors on each side of car, two small ones over the trucks, and four larger center doors. Each ratchet controls four doors, the two small ones and two center doors. Ladders on the inside of car facilitate inspection of load and repair.

Vital Statistics

The car interior dimensions are as follows: 52 ft 11 in. length, 10 ft height, 8 ft 7 in. at top, and 8 ft 10 in. at bottom in width. Outside extreme width is 10 ft 6 in. and length over coupler faces 58 ft 2 in.

This Month

DATA PROCESSING has developed considerably in the past few years. Useful in all phases of railroading, it is finding particular application in purchasing and stores functions.

—Railway Purchases and Stores

●

WHEEL LIFE has been accurately determined by the Canadian Pacific with its extensive records system. The road has figures to prove which wheels should be used in its long-distance passenger services.

—Railway Locomotives and Cars

●

50th ANNIVERSARY ISSUE includes well illustrated, concise statements on how and why signal and communications systems were developed since 1908, and how these developments lead to the future. Economics plays a large role. How these systems can save time and money for railroads is discussed in "The Look Ahead" section of a special issue.

—Railway Signaling and Communications

●

CENTRALIZED DIRECTION of continuous perfect shipping drive, plus careful planning of all loads, has cut damage claims filed by Sunshine Biscuits 72 per cent in five years.

—Railway Freight Traffic

●

DIFFICULT TUNNEL-LINING PROJECT is under way on the Canadian Pacific. The road's two spiral tunnels in the Canadian Rockies, constructed on 10-degree curves, are being lined with concrete which, at some locations, replaces timber linings.

—Railway Track & Structures

●

CAN THE SALE of unsorted scrap be justified by railroads in the light of present-day high labor rates? This and other topics are discussed by the readers in the FORUM.

—Railway Purchases and Stores

●

FASTER OVERHAULS for diesel engine components are possible at the Burlington's main locomotive shop because conveyors and other special equipment were installed.

—Railway Locomotives and Cars

●

NEW CONTROLLED-VENTILATION, smooth-riding livestock cars are helping the Northern Pacific meet highway competition.

—Railway Freight Traffic

●

NEW ANSWER TO DUST BOWL PROBLEMS has been found by the Missouri Pacific in the form of levees built on the windward side of the track. The levees deflect wind-blown material and cause it to be carried over the right-of-way. They're easy to build and economical to maintain.

—Railway Track & Structures

MILLIONS OF MILES

Safely

ON YOCAR SHOULDERS

This heavy-duty end-underframe weldment results from years of combined skills and experience in engineering and producing only the finest.

Our engineering staff and production facilities are available to your inquiry.

R. D. C.'s—Rail Diesel Cars Built by Budd

Almost unbelievable performance—practically 100% availability characterizes the R.D.C.'s to railroad men. Such performance depends on the contribution each component part makes toward dependence and safety.

BUDD has chosen to use end-underframe weldments manufactured by **Yocar**—why don't you?

YOCAR

YOUNGSTOWN STEEL CAR CORPORATION

NILES 6, OHIO

AT STAKE — $100,000,000!

That's what the American Railroads paid out in Freight Loss and Damage claims in 1957.

To help reduce this mountainous waste, the T&P joins with the other railroads of the nation, and with shippers everywhere, in trying to roll out a P-E-R-F-E-C-T S-H-I-P-P-I-N-G year in 1958.

Let's make every month a perfect shipping month. If we can do that, then *everybody WINS!*

TEXAS AND PACIFIC RAILWAY

SHIP T&P

MARKET OUTLOOK *at a glance*

Freight Car Loadings

Loadings of revenue freight in the week ended March 29 were not available when this issue of Railway Age went to press.

Loadings of revenue freight for the week ended March 22 totaled 533,019 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, March 22

District	1958	1957	1956
Eastern	84,388	116,903	114,190
Allegheny	90,633	138,738	138,410
Pocahontas	45,554	64,444	59,523
Southern	105,112	128,878	133,484
Northwestern	60,327	74,029	74,834
Central Western	99,452	111,455	119,530
Southwestern	57,553	51,389	57,277
Total Western Districts	207,332	236,873	251,641
Total All Roads	533,019	685,836	697,248
Commodities:			
Grain and grain products	52,111	49,978	50,008
Livestock	5,106	5,578	7,060
Coal	101,323	140,089	133,155
Coke	5,886	13,172	13,349
Forest Products	33,260	41,081	46,591
Ore	14,833	23,277	21,599
Merchandise l.c.l.	46,939	57,262	60,232
Miscellaneous	273,561	355,399	365,254
March 22	533,019	685,836	697,248
March 15	539,057	689,226	685,983
March 8	544,173	672,363	697,601
March 1	553,645	703,983	710,976
February 22	492,389	626,630	687,018
Cumulative total, 12 weeks	6,442,448	7,932,208	8,255,235

IN CANADA.—Carloadings for the seven-day period ended March 21 totaled 64,264 cars, compared with 66,056 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
March 21, 1958	64,264	28,813
March 21, 1957	74,592	36,264
Cumulative Totals:		
March 21, 1958	747,540	336,247
March 21, 1957	818,991	377,021

New Equipment

FREIGHT-TRAIN CARS

► *Milwaukee to Buy 1,150 Cars.*—The Milwaukee is inquiring for 1,150 freight cars that would cost an estimated $12,000,000. Equipment to be ordered includes 1,000 50-ton steel box cars—each with a 7-ft plug door and an 8-ft standard door—100 50-ton "airslide" covered hopper cars, and 50 70-ton covered hopper cars. Delivery would be completed by next fall.

► *North American Car Corp.*—Will convert 50 refrigerator cars to insulated box cars at its Chicago Ridge, Ill., plant. Changes will include installation of 6-ft sliding doors to replace 4-ft swinging doors, installation of steel roof and ends, and masonite floors.

New Facilities

► *Canadian National.*—Western Region construction projects underway (job, cost and completion date in parentheses), include: construction of diesel shop at Calder, Edmonton, Alta. ($1,557,922, by end of 1958); construction of grit blast and paint shop at Transcona, Man. ($367,158—July 1958); conversion of roundhouse to diesel shop at Prince George, B. C. ($78,051—1958); conversion of roundhouse at West Virginia, Minn. ($117,493—May 1958); clearing, grading and installation of culverts for spur to serve ore company at Atikokan, Ont. ($755,013—1958); clearing, grading, tunnelling, installation of culverts and construction of retaining walls for 2.09-mi extension of spur to serve mine near Atikokan ($573,944).

► *D&H to Spend $4,633,000 This Year.*—Approval of the Delaware & Hudson's 1958 capital improvement budget, plus carry-over 1957 budget items, will make $4,633,000 available for expenditure this year. Several projects covered by this year's budget were reported in Railway Age, Mar. 17, p. 71.

► *New York Central.*—Ordered equipment from General Railway Signal Company for remote control of three interlockings near Elkhart, Ind. The control machine will be in Tower B in Elkhart. A new GRS syncrostep system using progressive delivery of controls will be used to control 25 electric switch machines and 21 signals. The installation will enable NYC to retire one mechanical and one electric interlocker.

► *New York Transit Authority.*—Ordered equipment from General Railway Signal Co. for installation of a Line-O-Lite NX control machine at De-Kalb Ave., Brooklyn, N.Y. This machine, replacing two electric interlockers, will control 18 electric switch machines and 53 signals. A train annunciating system will display incoming train routing on the control machine panel. The system also will notify waiting passengers about the destination of incoming trains.

► *Western Pacific.*—Major projects planned include: installation of concrete lining to replace 293 ft of timber lining in Tunnel 27 and 526 ft of timber in Tunnel 28, both near Keddie, Calif. Work being done by company forces, is scheduled for completion in December. Total project cost is estimated at $321,000.

a RAILWAY AGE time-saver page

Boards Forecast 2nd-Qtr. Loadings

Carloadings of revenue freight in the second quarter of 1958 may be 10.6 per cent less than in the comparable 1957 period. This estimate has been made by the 13 regional Shippers Advisory Boards in reports to the AAR's Car Service Division.

On the basis of the estimate, loadings of the 32 principal commodities will be approximately 6,505,353 cars in the second 1958 quarter. This would compare with 7,278,355 cars in the second 1957 quarter.

The boards expect a second-quarter increase in loadings of six principal commodities and a decrease in 26.

Commodities expected to show an increase are: Fresh fruits other than citrus, 6.5%; fertilizers, all kinds, 3.5%; potatoes, 2.7%; cement, 2.1%; sugar and molasses, 1.2%; and flour, meal and other mill products, 0.8%.

The expected decreases range from 56.2% on cotton seed, soybean-vegetable cake and meal, excluding oil, to 0.9% on poultry and dairy products.

The tabulation shows actual loadings for each district in the second 1957 quarter, estimated loadings for the second 1958 quarter, and the percentage of change.

Shippers Advisory Boards	Actual Loadings Second Quarter, 1957	Estimated Loadings Second Quarter, 1958	Per Cent Change
New England	109,098	102,709	5.9 dec.
Atlantic States	713,401	656,485	8.0 dec.
Allegheny	854,580	699,043	18.2 dec.
Ohio Valley	1,038,079	902,606	13.1 dec.
Southeast	896,470	852,072	5.0 dec.
Great Lakes	562,653	458,090	18.6 dec.
Central Western	206,256	197,314	4.3 dec.
Mid-West	868,810	791,760	8.9 dec.
Northwest	618,196	479,727	22.4 dec.
Trans-Missouri-Kansas	306,068	301,001	1.7 dec.
Southwest	452,221	440,436	2.6 dec.
Pacific Coast	400,776	380,975	4.9 dec.
Pacific Northwest	251,747	243,135	3.4 dec.
TOTAL	7,278,355	6,505,353	10.6 dec.

(Continued from page 12)

us for something we had done, or hadn't done, or couldn't do. Two years ago the letters which I received reflected the same attitude. Two years ago the stranger I met at a dinner party wanted to complain because the steak he got on the 'Detroiter' wasn't cooked just the way he asked, or the porter called him ten minutes late."

Today, said the Central president, questions from the public show a sympathetic understanding of declining railroad earnings, mail and passenger deficits, and government over-regulation.

He said he was confident that this public attitude means some measures proposed at the Smathers subcommittee hearings "will make the grade this session."

Mr. Perlman said "the passenger deficit remains the most serious problem which we in the East face."

"Some railroad officers, who are more comfortably situated than I am and run only one or two passenger trains a day, can afford to pose as heroes who will never let the public down and who will run passenger trains, at their stockholders' and shippers' expense, come hell or high water," he said.

"But apply scientific study to the passenger deficit, as has been done by a research foundation connected with Harvard University, and what do we find? We find that the passenger service deficit, is understated on many railroads, that on the Central the savings from eliminating all passenger service would be almost twice what the ICC formula shows the deficit to be."

(Continued from page 9)

Then two members of the three-man commission leveled their fire at the attorney general, after a representative of his office sought to have the M&StL action dismissed. One commissioner charged that the attorney general had no power to enter a case until a commission ruling had been made and then only if the decision was discriminatory. Another pointed out that the attorney general's job is to give legal advice to the commission, "not . . . to enter . . . as a protestant."

The M&StL has invited representatives of the ORT to join in a discussion of the commission's findings. The Brotherhood, according to M&StL, went along with certain of the Iowa dualizations but balked at others. Where no agreement could be reached, the stations involved were closed.

The Minnesota commission made a number of points in issuing its decision: two M&StL witnesses, both with long experience as agent telegraphers at one-man stations, "testified that an agent can easily handle 50 transactions during an eight-hour working day and that one agent in an eight-hour period, including travel time, could adequately handle two stations." [M&StL figures showed that the average number of transactions daily in 1957 at the 22 stations in the petition ranged from 1.4 to 27.3333].

"The revenues accruing to a station do not necessarily have a direct bearing on the needs of the public for full or part time station service. In some instances, while the gross earnings are large, the average number of transactions is small."

Approval of the petition, covering nine of the dualizations, "will not adversely affect or unduly burden the public convenience and necessity . . . [the agent] can well handle the average number of daily transactions on a part time basis without materially decreasing the ability of the petitioner to service the public."

Granting of M&StL's request "will not increase transportation costs to the shipping public, but will aid in preventing increased freight rates to the public by elimination of services that are not required."

The order permits half-day service at each of the following dualizations: Hazel Run and Hanley Falls, Wood Lake and Echo, North Redwood and Delhi, Lafayette and Klossner, Hanska and Lasalle, Kilkenny and Waterville, New Richland and Hartland. For two other pair-offs, the commission ordered service for five hours at Arlington and three hours at Green Isle; six hours at Excelsior and two hours at Victoria.

Consolidation of St. James and Ormsby was temporarily denied for six months pending submission of more detailed statements; dualization of Franklin and Fairfax was denied without provision for reopening.

Picture History Reprints . . .

. . . are being made available by Railway Age. The 12-page account of how the railroads got in trouble, as featured in this issue, can be obtained in single or bulk orders. Contact the Publisher, Railway Age, 30 Church street, New York 7.

Diesel Fuel Dollar Buying Fewer Ton-Miles

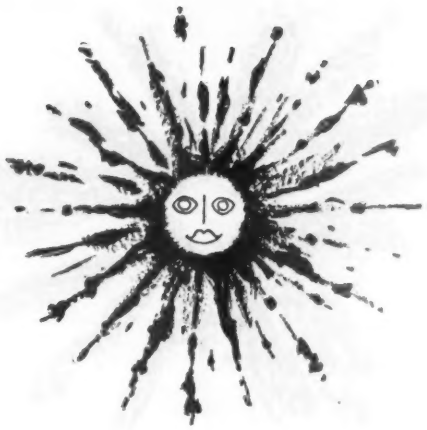
The diesel fuel dollar still buys more ton-miles than that spent for any other type of locomotive fuel. But its buying power slipped last year.

Gross ton-miles per dollar spent for diesel fuel in 1957 averaged 4,994, compared with a 1956 average of 5,301. Meanwhile, gross ton-miles per dollar spent for coal for steam locomotives rose from 3,087 to 3,109.

Lowest of the ton-mile averages were those for dollars spent on fuel oil for steam locomotives—1,365 in 1957 and 1,957 in 1956. Gross ton-miles per dollar spent for electric current averaged 2,861 in 1957 and 2,957 in 1956.

These figures are published by the ICC's Bureau of Transport Economics and Statistics in its "Transport Economics." As the bureau pointed out, they cover all Class I roads "with widely varying operating conditions and qualities of fuel used as well as the different prices paid."

The figures also showed that diesels performed 92.8% of the 1957 freight service as measured by gross ton-miles. That compared with 89.14% in 1956. The coal-burning steam locomotive's "share" was down from 7.99% to 5.21%, while that of the oil burner was off from 1% to 0.14%. The electric locomotive held its own, its "share" being off only from 1.87% to 1.85%.



9 ROADS WILL HAVE *LESS*

HOT BOX TROUBLE

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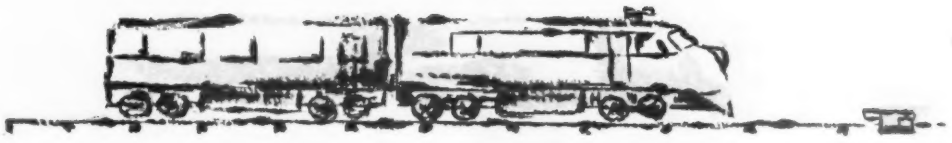

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*Pat. Pend.

People in the News

CANADIAN PACIFIC.—**C. Baron,** assistant general freight agent, rates and divisions, Prairie region, Winnipeg, Man., appointed general freight agent, rates and divisions, Prairie and Pacific regions, at that point. He succeeds **John E. Lord,** who retired March 1. **J. P. McEwan,** assistant general freight agent, rates, Winnipeg, succeeds Mr. Baron. **D. J. Cherry,** chief clerk, office of assistant freight traffic manager, Montreal, replaces Mr. McEwan.

S. L. Kelsall, who has been general storekeeper at Montreal since January, named stores manager there, succeeding the late **A. H. Evans.**

W. W. Webb appointed assistant manager, department of immigration and agricultural development, Winnipeg.

D. F. Haney, engineer standards and methods, Montreal, named engineer of electrical equipment and power plants at that point. Mr. Haney succeeds the late **A. E. McGruer. Geoffrey W. Stevens,** assistant to engineer of car equipment, appointed supervisor of standards and methods.

CHARLESTON & WESTERN CAROLINA.—**R. W. Marye,** general manager, Augusta, Ga., retired April 1, and that position abolished. **J. W. Flowers,** superintendent, Augusta, will exercise general supervision over transportation, mechanical and roadway departments, reporting directly to **L. S. Jeffords,** vice-president.

CHICAGO & NORTH WESTERN.—**Raymond J. Steiner,** assistant traffic manager, St. Paul, appointed traffic manager there. **Stanley B. Boardman,** general freight agent, Chicago, promoted to assistant traffic manager at that point.

J. B. Goinz, general agent, New Orleans, transferred to Chicago. **R. M. Roth,** assistant general agent, Chicago, named general agent there.

Vito Filitti appointed assistant chief mechanical engineer, Clinton, Iowa.

Edward J. Finnegan
PRR

John P. Fishwick
N&W

NORFOLK & WESTERN.—**John P. Fishwick,** general counsel, Roanoke, Va., named vice-president and general counsel.

PENNSYLVANIA.—**Edward J. Finnegan,** assistant passenger manager, Northwestern Region, Chicago, appointed passenger manager there, to succeed **Ellsworth M. Holt,** who retired March 1.

ROCK ISLAND.—**A. F. Hatcher,** general freight traffic manager, Chicago, appointed traffic manager—eastern district, New York. **J. M. Spann,** assistant to the president, Texas-Mexico district, Fort Worth, Tex., named general freight traffic manager, sales and service, Chicago. **L. B. Pritchett,** vice-president industrial development, Chicago, appointed resident vice-president, traffic department, Fort Worth. **P. J. Schmidt,** general industrial agent, Chicago, appointed manager-industrial development there.

SEABOARD.—**T. C. McDowell,** district freight agent, Cordele, Cal., retired March 31.

SOUTHERN PACIFIC.—**A. W. Kilborn,** superintendent, Shasta division, Dunsmuir, Cal., transferred to the Tucson division, Tucson, Ariz., to succeed **G. A. Bays,** who retired March 31. **R. R. Robinson,** assistant superintendent, Coast division, San Francisco, named to replace Mr. Kilborn. Mr. Robinson is succeeded by **S. B. Burton,** assistant superintendent, Sacramento division, Sacramento, Cal. **R. D. Spence** named to succeed Mr. Burton.

TOLEDO TERMINAL.—**Erle T. Rucker,** regional manager, Northern region, **Chesapeake & Ohio,** Detroit, Mich., elected president of the Toledo Terminal, in addition to his C&O duties.

WESTERN PACIFIC.—**L. E. Thomas,** conductor, appointed to newly created position of trainmaster, Winnemucca, Nev.

OBITUARY

Claude F. Brooks, who retired in March 1956 as signal engineer, Western district, **New York Central,** Cleveland, Ohio, died February 14 at Berea, Ohio.

John J. Corcoran, who retired in December 1954 as chief signal engineer, **New York Central,** Cleveland, Ohio, died in that city February 18.

Frederick Evans Eller, 50, superintendent of car service, **Norfolk Southern,** died March 24 in a Portsmouth, Va., hospital.

Edgar Reese Frachiseur, 51, signal engineer, **Santa Fe** Coast lines, died March 22 at the Santa Fe Hospital, in Los Angeles, Cal.

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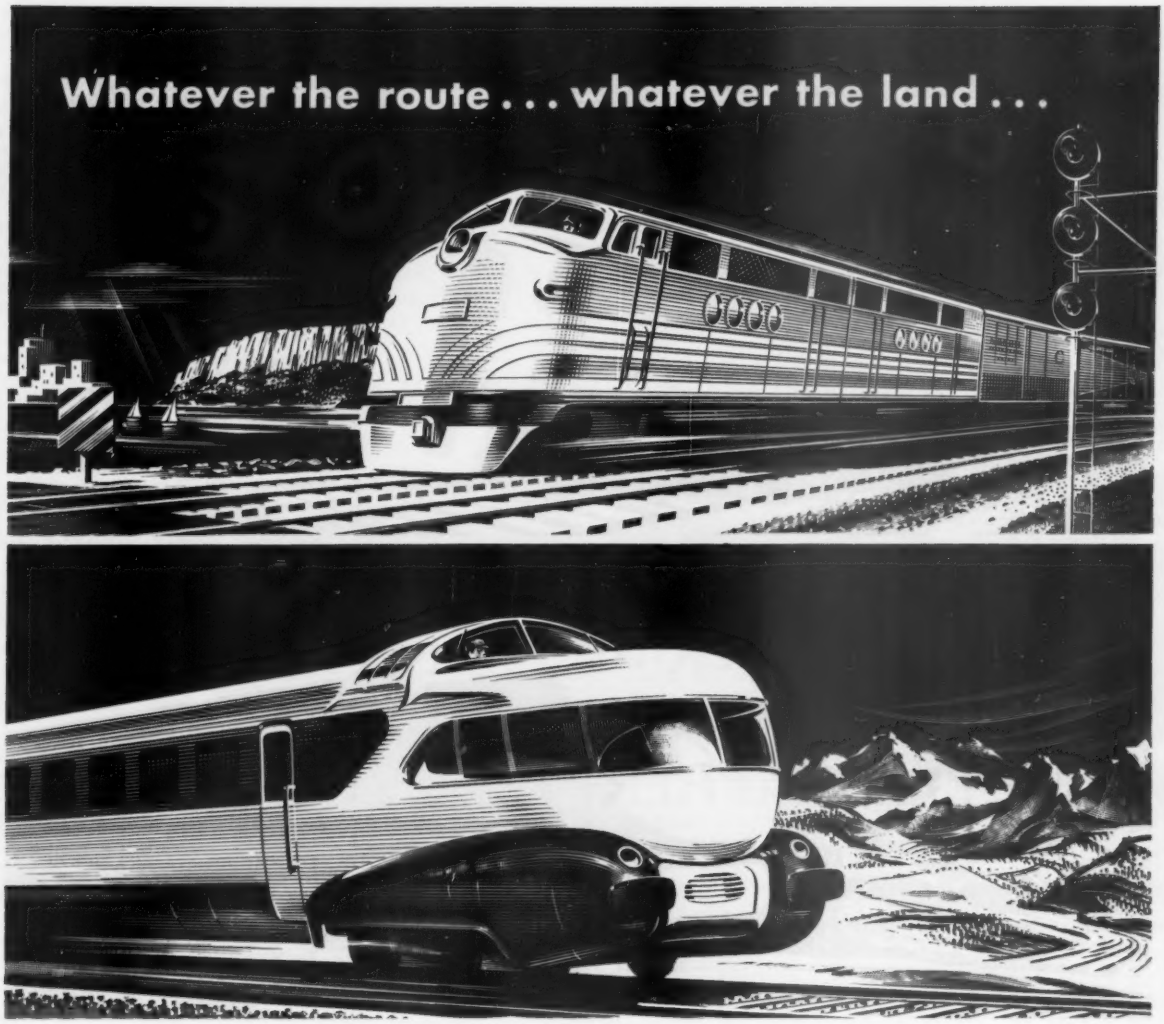

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APRIL 6, 1872
NEW INVENTION MAKES EVERY MAN A TELEGRAPHER
NEW YORK, April 6 — A simple telegraph instrument which automatically prints the dispatch being sent or received has been designed by Messrs. Foote and Randall of New York.
The advantages of a telegraph transmitting apparatus which can be operated by any person of average intelligence, after a few minutes instruction, is sufficiently obvious without further comment. Every man can thus be his own telegraph operator, and railroad conductors, locomotive-runners, clerks or office boys can quickly become expert in the use of the instrument.
In the transmitting apparatus as in the receiving apparatus, a train of wheels is employed

Even back in the days when the printing telegraph was news, Graybar was active in railroad communications. From 1869 to date, Graybar has always kept its stocks and services in tune with the newest developments in railroad communications. Wires and cables... to carrier telephone and telegraph equipment... sound systems of all types, each item in the long list of modern railroad requirements can be supplied through 120 conveniently located Graybar offices and warehouses.

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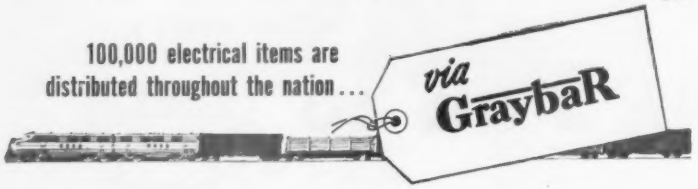

OFFICES AND WAREHOUSES IN OVER 120 PRINCIPAL CITIES

Organizations

ACCOUNTING DIVISION, AAR.—Annual meeting will be held in the Jung Hotel, New Orleans, May 27-29. Principal committees will meet May 26.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—The society will hold a joint railroad conference with the American Institute of Electrical Engineers in the Statler Hotel, Cleveland, April 9-10. Theme of the conference: "Dollar Cost of Dirt in Diesels."

ASSOCIATED TRAFFIC CLUBS OF AMERICA.—E. F. Hamm, Jr., president, Traffic Service Corporation, Washington, D.C., has been reappointed general chairman of National Transportation Week, to be celebrated May 11-17.

ASSOCIATION OF AMERICAN RAILROADS, SAFETY SECTION.—Annual meeting will be held in the Lowry Hotel, St. Paul, June 24-26.

MICHIGAN INDUSTRIAL TRAFFIC LEAGUE.—5th annual Traffic and Transportation Conference will be held May 7-8 at Kellogg Center, Michigan State University, Lansing, Mich.

NATIONAL FREIGHT TRAFFIC ASSOCIATION.—Warren W. Brown, president of the Monon, was elected president of the NFTA at its recent meeting in New York.

NATIONAL RAILROAD APPRENTICESHIP CONFERENCE.—Second annual conference will be held July 16-18 at the Hotel Statler, St. Louis, Mo.

NATIONAL RAILWAY APPLIANCES ASSOCIATION.—Newly elected officers are: President, R. A. Carr, Dearborn Chemical Company; vice-president, J. B. Templeton, Templeton, Kenly & Company; treasurer, Kenneth Cavins, Fairmont Railway Motors, Inc.; secretary, J. P. Kleinkort, American Brake Shoe Company.

NEW JERSEY INDUSTRIAL DEVELOPMENT ASSOCIATION.—Ross E. Rowland, industrial agent, Jersey Central Lines, New York, elected NJIDA president to succeed Edwin L. Gerber, manager of development, Atlantic City Electric Company, Atlantic City, N.J.

NORTHWESTERN UNIVERSITY, TRANSPORTATION CENTER.—Will conduct a course in transportation pricing, June 9-21. Basic question to be covered is: "Should pricing policy and pricing structures simply reflect and adhere to established patterns or should they be a useful and flexible tool of management, responsive to changes in a dynamic, competitive market?"

RAILROAD JOINT FACILITY CLUB OF CHICAGO.—Elected 1958 officers: Chairman, G. E. Stickler, joint facility examiner, Milwaukee; secretary, Raymond G. Picard, joint facility examiner, Rock Island. Meetings held at noon, first Monday of each month at the Traffic Club of Chicago, Palmer House.

RAILWAY PROGRESS INSTITUTE.—Reelected R. A. Williams, president, Standard Railway Equipment Manufacturing Co., as chairman; and Charles L. Heater, vice-president of American Steel Foundries, as vice-chairman. Executive committee for 1958 includes, in addition to the chairman and vice-chairman, Robert A. Carr, president, Dearborn Chemical Co.; Nelson C. Dezendorf, vice-president, Electro-Motive Division of General Motors; Griswold A. Price, assistant vice-president, U. S. Steel Corp.; W. Lyle Richeson, vice-president, Westinghouse Air Brake Co.; and John W. Scallan, vice-president, Pullman-Standard Car Manufacturing Co.

RAILWAY SUPPLY MANUFACTURERS ASSOCIATION.—The following have been appointed members of the Executive Committee: John E. Angst, vice-president, American Car & Foundry, Division of ACF Industries, Inc.; W. Lyle Richeson, vice-president, Westinghouse Air Brake Company; William L. Sheppard, vice-president and general manager, Budd Company; and Stephen G. Harwood, president, Canadian Car Company.

TRANSPORTATION DEPARTMENT Y.M.C.A.—The international assembly will convene in the Mayflower Hotel, Washington, D.C., November 5-7.

Dividends Declared

ATCHISON, TOPEKA & SANTA FE.—30¢, quarterly, payable June 2 to holders of record April 25.

ATLANTIC COAST LINE.—5% non-cumulative preferred, $2.50, semiannual, payable May 10 to holders of record April 25.

NORFOLK & WESTERN.—4% adjustment preferred, 25¢, quarterly, payable May 9 to holders of record April 17.

NORTHERN PACIFIC.—50¢, quarterly, payable April 29 to holders of record April 8.

READING.—50¢, quarterly, payable May 8 to holders of record April 10.

VERMONT & MASSACHUSETTS.—$3, semiannual, payable April 7 to holders of record March 28.

WHEELING & LAKE ERIE.—common, $ 1.43¾, quarterly; 4% prior lien, $1, quarterly, both payable May 1 to holders of record April 11.

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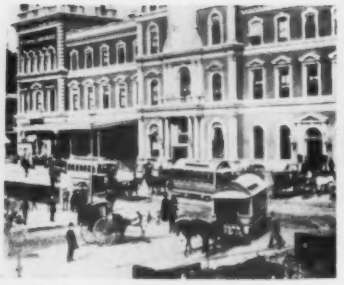

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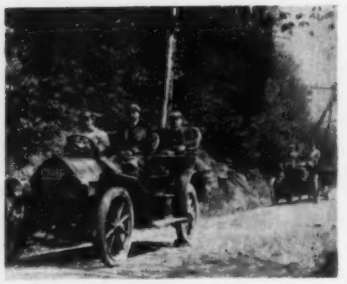

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. . . and Now the Railroads Must Be Given the Right to Compete

Treating our competition-beset railroads as monopolies is slowly killing them. **America is today in the greatest danger of losing the superb, virtually frictionless efficiency of the steel wheel rolling on the steel rail**—an efficiency vastly superior to that of a hull plowing through water or of a pneumatic tire that must continuously flex to roll.

There is a double danger here—the danger that we will lose this efficiency, bad enough by itself, and the second danger that Russia will gain it. **America is in the greatest danger of winding up on the low end of the see-saw.**

The facts are chilling . . .

- The U.S. reduced tracks in service by 15,000 miles since 1940.
- Russia doubled track mileage between 1945 and 1950.
- The U.S. has 40,000 fewer freight cars than just 10 years ago. The U.S. passenger fleet has shrunk by 7,000 cars.
- Russia has electrified 3,326 miles of line since 1928, will nearly triple it to 8,388 by 1960. Average Russian carloadings per day have stepped up from 24,007 in 1928 to 169,400 in 1955.

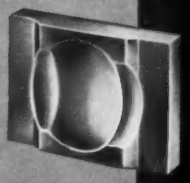
When you read these figures of U.S. shrinkage and Russian expansion, think back to the last world war. When autos were rationed, gasoline was rationed, and tires were rationed, where would we have been without our railroads, which literally carried the country through the war?

America, in its own interest, must permit railroads to compete for business as other industries do. Two-thirds of truck transportation and 90% of inland waterway transportation are not regulated at all. Either this unregulated transportation must be regulated, or the railroads must be deregulated. Unless there is equality of regulation (or deregulation), the best man doesn't always win. And when the best man doesn't win, America loses.

Another thing that makes railroad service LOOK expensive—and other transportation LOOK cheaper—is the tax on transportation property. Railroad roadway and tracks are heavily taxed. Highways and waterways—which provide exactly the same service that railroad tracks do—are not taxed at all. This inequality could be readily removed by taking the taxes off all transportation *property* and levying the tax on transportation *revenue* instead. All transportation revenue, that is—not merely that of railroads and other regulated carriers.

FOR BETTER SERVICE: The formula is simple—just apply exactly the same rules of regulation, the same rules of taxation, the same rules for self-support to each form of transportation — whether rail, highway, barge or air. Then, under competition, each transportation job will gravitate to the agency that can do it best. Down will come America's transportation costs—up will go service standards.

Y-37 Yoke for Twin Draft Gear

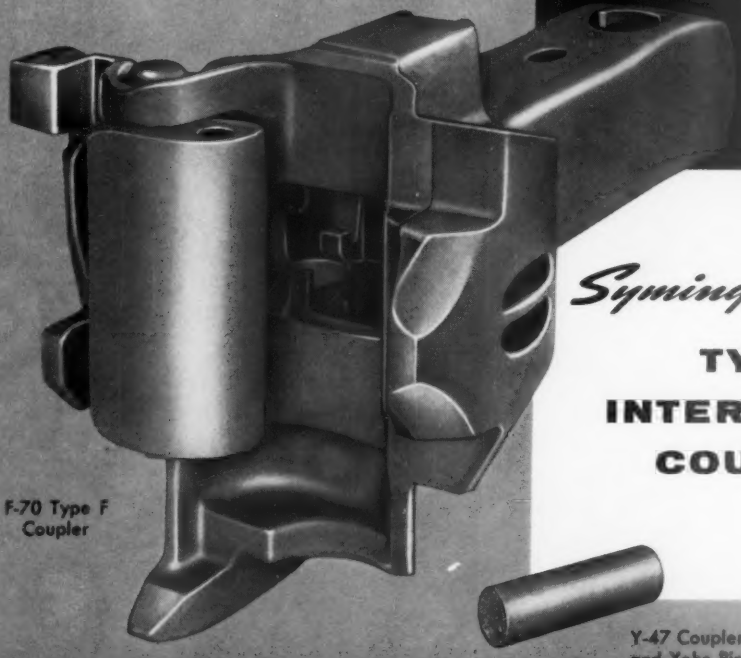


Y-46 Front Follower

FOR HIGH-SPEED FREIGHT SERVICE ...EQUIP YOUR NEW OR REBUILT FREIGHT CARS WITH

Symington-Gould

TYPE F INTERLOCKING COUPLERS



F-70 Type F Coupler

Y-47 Coupler and Yoke Pin

Symington-Gould Type F Interlocking Couplers help reduce free slack, provide threefold anti-creep protection. Easier operating, these couplers provide greatly increased strength and service life. The interlocking feature prevents vertical slipovers, keeps cars in alignment. Safety shelf on F Coupler is designed to support mated coupler in event of pull-out.

Y-45 Yoke Standard Pocket

RAILWAY PROGRESS INSTITUTE MEMBER

THE *Symington-Gould Corporation*

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Needed:

"General Practitioners" in Transportation

Today, you are deprived of the best and most economical transportation because public policies place artificial and severe restrictions upon the opportunity of any one form of transportation, such as railroads, to serve you by the use of other means of transportation, such as that by highway, waterway or airway.

Yet, in other industries, diversification of products has become common, and has proved beneficial both to those industries and to the public.

Why, then, shouldn't the public be allowed to benefit by diversification in transportation?

Clearly, diversification would be to the advantage of the nation's shippers. They could then arrange for their transportation through a single transport company which could utilize any or all means of carriage needed to do the particular job at hand most efficiently. That's why the railroads ask for removal of present artificial limitations.

They seek only the same opportunity as anyone else to enter into other fields of transportation. Then they could become "general practitioners" in transportation — using a wide variety of facilities to serve you and the nation more efficiently.

Isn't this common sense?

ASSOCIATION OF AMERICAN RAILROADS
WASHINGTON, D. C.